S US Highway 93,
388.12 Somers to
U29ushf Whitefish West
1994
V.2

US Highway 93 • Somers to WhitefishWest

FINAL
Environmental Impact Statement
and FINAL
Section 4(f) Statement

VOLUME II

STATE DOCUMENTS COLLECTION

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US Department of Transportation
Federal Highway Administration

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FHWA-MT-EIS-94-01-F

US 93 (Somers to Whitefish West)
Milepost 104.3 to 133.0
Flathead County, Montana

Final Environmental Impact Statement and Final Section 4(f) Statement

Volume II

Submitted Pursuant to 42 USC 4332(2)(c);
49 USC 303; MEPA 2-3-104 and 75-1-101;
and Executive Order 11990

US Department of Transportation
Federal Highway Administration

Cooperating Agencies:
US Army Corps of Engineers
US Fish and Wildlife Service
US Environmental Protection Agency
US Soil Conservation Service
Flathead County
Montana Department of Transportation
Montana Department of Health and Environmental Science
Montana Department of Fish, Wildlife and Parks

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US 93 (Somers to West of Whitefish)

Flathead County, Montana

Final

Environmental Impact Statement

Volume II

September 1994

Federal Highway Administration

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2-25-94
Vol. 59 No. 38
Pages 9065-9380

federal register

Friday
February 25, 1994

Briefings on How To Use the Federal Register
For information on briefings in Washington, DC, Tucson, AZ, and Oakland, CA, see announcement on the inside cover of this issue.

United States Department of Energy, Western Area Power Administration, Parker-Davis Project

Schedule of Rates for Nonfirm Transmission Service

Effective

Step One: The first day of the first full billing period beginning on or after February 1, 1994.

Step Two: The first day of the first full billing period beginning on or after October 1, 1995, and remaining in effect through January 31, 1999, or until superseded, whichever occurs first.

Available

Within the marketing area served by the Parker-Davis Project (P-DP) transmission facilities.

Applicable

To nonfirm transmission service customers where capacity and energy are supplied to the P-DP system at points of interconnection with other systems, transmitted subject to the availability of transmission capacity, and delivered on a unidirectional basis, less losses, to points of delivery on the P-DP system specified in the service contract.

Character and Condition of Service

Alternating current at 60 hertz, three-phase, delivered and metered at the voltages and points of delivery established by contract.

Step One

Nonfirm Transmission Service Charge: 1.98 mills per kilowatthour of the scheduled or delivered kilowatthours at point of delivery, established by contract, payable monthly.

Step Two

Nonfirm Transmission Service Charge: 2.39 mills per kilowatthour of the scheduled or delivered kilowatthours at point of delivery, established by contract, payable monthly.

Adjustments

For Reactive Power

None. There shall be no entitlement to transfer of reactive kilovoltamperes at delivery points, except when such transfers may be mutually agreed upon by the contractor and contracting officer or their authorized representatives.

For Losses

Capacity and energy losses incurred in connection with the transmission and delivery of power and energy under this rate schedule shall be supplied by the customer in accordance with the service contract.

Issued at Washington, DC, February 18, 1994.

Joel K. Bladow,
Assistant Administrator for Washington Liaison.

[FR Doc. 94-4341 Filed 2-24-94; 8:45 am]

BILLING CODE 6450-01-M

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-4708-8]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared February 07, 1994 Through February 11, 1994 pursuant to the Environmental Review Process (ERP), under Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 260-5076.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 10, 1993 (58 FR 18392).

Draft EISs

ERP No. D-AFS-L65205-ID. Rating EO2, Sunshine Timber Sale, Implementation, Salmon National Forest, Cobalt Ranger District, Big Deer Creek, Lemhi County, ID.

Summary: EPA expressed environmental objections based on the potential for adverse effects to existing beneficial uses of Panther Creek and its tributaries under all of the action alternatives. Panther Creek and its tributaries have been listed as stream segments of concern by the State of Idaho. Several of the alternatives are also not consistent with the Salmon National Forest Land and Resource Management Plan. EPA requested additional information regarding water quality standards, wetlands effects, the potential for erosion hazard, mitigation effectiveness, site specific monitoring, noise effects and air quality affects.

ERP No. D-AFS-L65208-AK. Rating EC2, Shamrock Timber Sales, Timber Harvesting and Road Construction, Stikine Area, Kupreanof Island, Tongass National Forest, Implementation, AK.

Summary: EPA expressed environmental concerns based on the potential for adverse effects to existing beneficial uses of streams in the Shamrock analysis area from this timber sale and future timber sales. EPA requested additional information about compliance with water quality standards, noise effects, site specific monitoring and mitigation effectiveness.

Final EISs

ERP No. F-BPA-L08049-00. Alternating Current (AC) Intertie Transmission Facilities, Capacity Ownership and Federal Marketing and Joint Ventures, Implementation, WA, OR, ID, MT, CA, NV, UT, NM, AZ, WY and British Columbia.

Summary: Review of the Final EIS has been completed and the project found to be satisfactory. No formal letter was sent to the preparing agency.

ERP No. F-FRC-B05182-NH. Upper Androscoggin River Basin Hydroelectric Projects, Issuance of New Licenses/Relicensing for Operation of Seven Hydroelectric Projects, Coos County, NH.

Summary: EPA expressed environmental objections in that the FEIS: Did not resolve the issues of the scope of the analysis, range of reasonable alternatives, cumulative impacts, potential wetland impacts, water quality impacts and dioxin contaminated river sediments. EPA recommended that a supplemental EIS be prepared to assess the above issues and the environmental impacts from the modified project.

Dated: February 22, 1994.

Marshall Cain,
Senior Legal Advisor, Office of Federal Activities.

[FR Doc. 94-4349 Filed 2-24-94; 8:45 am]

BILLING CODE 6560-50-U

[ER-FRL-4708-7]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 260-5076 OR (202) 260-5075. Weekly receipt of Environmental Impact Statements Filed February 14, 1994 Through February 18, 1994 Pursuant to 40 CFR 1506.9.

EIS No. 940047, Final Supplement, AFS, MT, Beaver-Dry Timber Sales, Timber Harvest and Road Construction, Updated Information, Implementation, Helena National Forest, Lincoln Ranger District, Lewis and Clark and Powell Counties, MT, Due: March 28, 1994, Contact: Maggie Pittman (406) 449-5201.

EIS No. 940048, Draft EIS, IBR, UT, Narrows Multi-Purpose Water Development Project, Construction

and Operation, Funding, Gooseberry Creek, Manti-La Sal National Forest, Sanpete County, UT, Due: April 20, 1994, Contact: Ron Willhite (303) 236-9336.

EIS No. 940049, Draft EIS, USN, RI, Davisville Naval Construction Battalion Center, Base Reuse and Development Plan, Implementation, Town of North Kingstown, Washington County, RI, Due: April 11, 1994, Contact: Robert Ostermueller (215) 595-0759.

EIS No. 940050, Final EIS, BPA, WA, Tenaska Washington II Generation Electric Power Plant Construction, Operation and NPDES Permits, Pierce County, WA, Due: March 28, 1994, Contact: Carol M. Borgstrom (800) 472-2758.

EIS No. 940051, Final EIS, AFS, ID, Black Pine Gold Mine Expansion Project, Implementation, Plan of Operation Approval and Right-of-Way Permits, Sawtooth National Forest, Burley Ranger District, Cassia County, ID, Due: April 11, 1994, Contact: Donald E. Peterson (208) 678-0430.

EIS No. 940052, Final EIS, UAF, FL, Homestead Air Force Base (AFB) Disposal and Reuse, Implementation, Dade County, FL, Due: March 26, 1994, Contact: Lt. Col. Gary Baumgatel (210) 536-3907.

EIS No. 940053, Final Supplement, COE, MS, Mississippi River and Tributaries Flood Control Plan, Updated Information, Yazoo Projects, Yazoo River Basin, several counties, MS, Due: March 28, 1994, Contact: Gary Young (601) 631-5906.

EIS No. 940054, Final Supplement, USA, TT, Kwajalein Atoll Ongoing and Strategic Defense Initiative Activities, Test Range Facility Construction and Support Services, Republic of the Marshall Islands, TT, Due: March 28, 1994, Contact: D. R. Gallier (205) 955-3294.

EIS No. 940055, Draft EIS, BLM, WY, Enron Burly Field Oil and Gas Leasing, Permit to Drill, Temporary Use Permits, COE Section 404 Permit and Right-of-Way Grants, Pinedale Resource Area, Sublette County, WY, Due: April 18, 1994, Contact: Teresa Deakins (307) 382-5350.

EIS No. 940056, Draft EIS, EPA, FL, Tampa Electric—Polk 1150 Megawatt Power Station Construction and Operation, NPDES and COE Section 404 Permits, Polk County, FL, Due: April 11, 1994, Contact: Heinz J. Mueller (404) 347-3776.

EIS No. 940057, Final Supplement, COE, MI, Sault Ste. Marie Federal Facilities Operation, Maintenance and Minor Improvements, Opening Date Considerations, Implementation, Chippewa County, MI, Due: March 28, 1994, Contact: Thomas M. Freitag (313) 226-6753.

EIS No. 940058, Draft EIS, AFS, NV, CA, East Shore Land and Resource Management Plan, Implementation, Lake Tahoe Basin Management Unit (LTBMU), Washoe and Douglas Counties, NV, Due: April 11, 1994, Contact: Scott Parsons (916) 573-2600.

EIS No. 940059, Draft EIS, FHW, MT, US 93 (Somers to Whitefish West) Transportation Improvements, Funding and COE Section 404 Permit, Glacier National Park and Flathead National Forest, Flathead County, MT, Due: May 02, 1994, Contact: Dale Paulson (406) 449-5305.

EIS No. 940060, Final Supplement, AFS, CA, WA, OR, Northern Spotted Owl Management Plan, Updated Information concerning Late-Successional and Old Growth Forest Related Species Within the Range of the Northern Spotted Owl, OR, WA and CA, Due: March 28, 1994, Contact: Robert T. Jacobs (503) 326-7472.

In accordance with 1502.9(c)(4) of the Council of Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act alternative procedures have been approved by the Council for the filing of this FSEIS to allow for the filing and publication of the NOA in the same week. For further information contact Elisabeth Blaug (CEQ) 202-395-5754.

EIS No. 940061, Draft EIS, UAF, MO, Richards-Gebaur Air Force Base Disposal and Reuse, Implementation, Possible Clean Air Act Title V, National Pollutant Discharge Elimination System, COE Section 404, Hazardous Waste Treatment Storage or Disposal Facility, Archaeological Resources Protection Act and Endangered Species Act Section 10 Permits, Jackson and Cass Counties, MO, Due: April 11, 1994, Contact: Lt. Col. Gary Baumgartel (210) 536-3907.

Amended Notices

EIS No. 930432, Draft EIS, AFS, ID, Hazard Helicopter Timber Sale, Harvesting Timber and Road Construction, Payette National Forest, New Meadows Ranger District, Idaho County, ID, Due: February 25, 1994, Contact: Mike Balboni (208) 2634-0629. Published FR-11-30-93—Review period extended.

EIS No. 930445, Draft EIS, AFS, MO, Salem and Potosi Ranger Districts Off-Highway Recreational Vehicle Opportunities, Designation/Nondesignation, Mark Twain National Forest, Implementation, Crawford, Dent, Iron, Reynolds, Shannon and Washington Counties, MO, Due: March 25, 1994, Contact: Darsan Wang (314) 364-4621. Published FR 12-23-93—Review period extended.

Dated: February 22, 1994.

Marshall Cain,

Senior Legal Advisor, Office of Federal Activities.

[FR Doc. 94-4350 Filed 2-24-94; 8:45 am]

BILLING CODE 6560-50-U

[WH-FR-484-2-7]

State and Local Assistance; Grants for State Water Pollution Control Revolving Funds (Title VI) Under the Clean Water Act

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of allotment.

SUMMARY: The Departments of Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act, 1994, (the Act) provides $1,218,000,000 to capitalize State Revolving Fund (SRF) programs authorized by Title VI of the Clean Water Act (CWA). This notice sets forth the State allotments for fiscal year 1994 for their SRF programs. It also provides notice that one-half of one percentum of the appropriation, $6,090,000 is reserved for grants to Indian Tribes and Alaska Native Villages to construct sewage treatment facilities.

FOR FURTHER INFORMATION CONTACT: Mr. Leonard B. Fitch, Program Management Branch, Municipal Support Division, Office of Wastewater Enforcement and Compliance, (202) 260-5858.

SUPPLEMENTARY INFORMATION: Public Law No. 103-124, the Departments of Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act, 1994, provides $1,218,000,000 to capitalize SRF programs authorized by Title VI of the CWA. Section 604(a) of the CWA requires that funds appropriated for Title VI for fiscal years 1987-1990 be allotted in accordance with the table in section 205(c)(3) of the CWA. Congress has given the Agency no instruction regarding the allotment of fiscal year 1994 funds. In the absence of Congressional action, the Agency will allot the fiscal year 1994 funds in accordance with the table in section 205(c)(3) except as described below.

5-6-94
Vol. 59 No. 87
Pages 23611-23788

Friday
May 6, 1994

federal register

Briefings on How To Use the Federal Register
For information on briefings in Washington, DC and Chicago, IL, see announcement on the inside cover of this issue.

North Capitol Street, NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 18 CFR 385.214). All such motions or protests should be filed on or before May 12, 1994. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,

Secretary.

[FR Doc. 94-10909 Filed 5-5-94; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. RP94-125-003]

Texas Gas Transmission Corp.; Proposed Changes in FERC Gas Tariff

May 2, 1994.

Take notice that on April 26, 1994, Texas Gas Transmission Corporation (Texas Gas) tendered for filing as part of its FERC Gas Tariff, First Revised Volume No. 1, the following revised tariff sheets, with an effective date of March 3, 1994:

Second Substitute First Revised Sheet No. 224
Second Substitute First Revised Sheet No. 225
Second Substitute First Revised Sheet No. 226
Substitute Original Sheet No. 226A
Substitute Original Sheet No. 226B
Substitute Original Sheet No. 226C

Texas Gas states that the revised tariff sheets are being filed in response to two (2) Commission Orders issued April 14, 1994, in Docket Nos. RP94-125-002 and RS92-24-015, which directed Texas Gas to revise Section 33.2 of its tariff to use the twelve months ending October 31, 1992, for purposes of establishing customer allocation percentages for the commodity portion of the PGA direct bill and to use demand determinants as of October 31, 1992, annualized, as appropriate, for the demand portion of the direct bill. Texas Gas also states that the tariff sheets listed above restate allocation factors and amounts to be billed as directed by the Commission.

Texas Gas states that copies of the revised tariff sheets are being mailed to Texas Gas's affected jurisdictional customers and interested state commissions.

Any person desiring to protest said filing should file a protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, in accordance with § 385.211 of the Commission's Rules and Regulations. All such protests should be filed on or before May 9, 1994. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Copies of this filing are on file with the Commission and are available for public inspection in the public reference room.

Lois D. Cashell,

Secretary.

[FR Doc. 94-10907 Filed 5-5-94; 8:45 am]

BILLING CODE 6717-01-M

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-4711-1]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared April 18, 1994 Through April 22, 1994 pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 260-5076.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in Federal Register dated April 8, 1994 (59 FR 16807).

Draft EISs

ERP No. D-UAF-K11052-CA Rating EC2, Travis Air Force Base, Defense Base Closure and Realignment, KC-10 Aircraft Realignment and Additional KC-10 Basing Proposal, Fairfield, CA.

Summary: EPA expressed environmental concerns and requested that the FEIS contain greater discussion concerning air quality impacts, air quality conformity, wetlands delineation, and hazardous waste issues. EPA recommended that the Air Force develop additional alternatives for analysis in the FEIS.

Final EISs

ERP No. F-AFS-E65042-TN 1996 Olympic Whitewater Slalom Venue, Construction and Operation, Site Selection, Ocoee River, Cherokee National Forest, Ocoee Ranger District, Polk County, TN.

Summary: EPA found that the preferred alternative for the proposed Whitewater Slalom facilities should not have major impacts on the Ocoee River watershed or airshed.

Dated: May 3, 1994.

Richard E. Sanderson,

Director, Office of Federal Activities.

[FR Doc. 94-10977 Filed 5-5-94; 8:45 am]

BILLING CODE 6560-50-U

[ER-FRL-4710-9]

Environmental Impact Statements; Notice of Availability

Note: Due to the holiday for President Nixon's funeral the notice of availability for environmental impact statements filed during the Week of April 18, 1994 through April 22, 1994 was not published until May 2, 1994. The 45 and 30 day comment periods will still be calculated from April 29, 1994.

Responsible Agency: Office of Federal Activities, General Information (202) 260-5076 OR (202) 260-5075.

Weekly receipt of Environmental Impact Statements Filed April 25, 1994 Through April 29, 1994 Pursuant to 40 CFR 1506.9.

EIS No. 940159, FINAL EIS, APH, Nationwide Cooperative Animal Damage Control Program, Integrated Pest Management Approach, Implementation, Due: June 06, 1994, Contact: Richard Wedleigh (301) 436-8281.

EIS No. 940160, FINAL EIS, FHW, WI, US-53/Hastings Way Study Corridor Transportation Improvement, I-94 to US 53/WI-124 Interchange, Funding and Possible Section 404 Permit, Eau Claire and Chippewa Rivers, Eau Claire and Chippewa Counties, WI, Due: June 13, 1994, Contact: Richard C. Madrzak (608) 284-5968.

EIS No. 940181, DRAFT EIS, FHW, VA, VA-37 Highway Transportation Improvement, Construction from VA-37/I-81/US-11 (south) to VA-37/US-11 (north), Funding and COE Section 404 Permit, City of Winchester, Frederick County, VA, Due: June 24, 1994, Contact: James M. Tumlin (804) 771-2371.

EIS No. 940162, DRAFT EIS, FHW, MI, US-2/141 Alternate Highway, Construction in the vicinity of City of Iron Mountain, Funding, NPDES Permit and COE Section 404 Permit, Dickinson County, MI, Due: June 20, 1994, Contact: Norman R. Stoner (517) 377-1880.

EIS No. 940183, DRAFT EIS, FHW, AK, Sterling Highway (Miles Post 37-60) Transportation Project, Reconstruction between Skilak Lake Road (east) and the Seward Wye, Funding, COE Section 10 and 404 Permits, NPDES Permit, Special-Use Permit and US Coast Guard Permit, AK, Due: June 20, 1994, Contact: Phillip A. Smith (907) 586-7428.

EIS No. 940164, FINAL EIS, APH, NY, Gull Hazard Reduction Program, John F. Kennedy International Airport, Implementation, Gateway National Recreation Area, Jamaica Bay National Wildlife Refuge, Queens County, NY, Due: May 19, 1994, Contact: Janet Bucknall (908) 735-5654. Under section 1506.10(d) of the Council on Environmental Quality Regulations For Implementing the Procedural Provisions of the National Environmental Policy Act a Waiver has been granted for the above project.

EIS No. 940185, DRAFT EIS, NOA, Western 1995 Atlantic Bluefin Tuna Fishery, Regulation Amendment, Implementation, Due: September 01, 1994, Contact: Rolland A. Schmitten (301) 713-2239.

Amended Notices

EIS No. 940059, DRAFT EIS, FHW, MT, US 93 (Somers to Whitefish West) Transportation Improvements, Funding and COE Section 404 Permit, Glacier National Park and Flathead National Forest, Flathead County, MT, Due: May 16, 1994, Contact: Dale Paulson (406) 449-5305. Published FR 02-25-94 - Review period extended.

EIS No. 940093, FINAL EIS, COE, LA, MS, West Pearl River Navigation Project, Operation and Maintenance, Portions of West Pearl River to the vicinity of Bogalusa, Implementation, Washington and St. Tammany Parishes, LA and Pearl River County, MS, Due: May 31, 1994, Contact: Gary Young (601) 631-5960. Published FR -03-25-94- Review period extended.

Dated: May 3, 1994.

Richard E. Sanderson,

Director Office of Federal Activities.

[FR Doc. 94-10978 Filed 5-5-94; 8:45 am]

BILLING CODE 6560-50-U

[FRL-4882-7]

Meeting of the Ozone Transport Commission for the Northeast United States

AGENCY: Environmental Protection Agency.

ACTION: Notice of meeting.

SUMMARY: The United States Environmental Protection Agency is announcing a meeting of the Ozone Transport Commission to be held on May 10, 1994.

This meeting is for the Transport Commission to deal with appropriate matters within the transport region, as provided for under the Clean Air Act Amendments of 1990. This meeting is not subject to the provisions of the Federal Advisory Committee Act, Public Law 92-463, as amended.

DATES: The meeting will be held on May 10, 1994, 9 a.m. to 4 p.m.

ADDRESSES: Place: The meeting will be held at: The Holiday Inn at University Center, 100 Lytton Avenue, Pittsburgh, PA 15213.

FOR FURTHER INFORMATION CONTACT: Doug Gutro State Relations Coordinator, Region I, U.S. Environmental Protection Agency, John F. Kennedy Federal Building, Boston, MA 02203, (617) 565-3383.

FOR PRESS INQUIRIES CONTACT: Pam DiSalvo, Pennsylvania Department of Environmental Resources, MSSOB, 16th Floor, Box 2063, Harrisburg, PA 17105-2063, (717) 787-1323.

FOR DOCUMENTS CONTACT: Stephanie A. Cooper, Ozone Transport Commission, 444 North Capitol Street NW., suite 604, Washington, DC 20001, (202) 508-3840.

SUPPLEMENTARY INFORMATION: The Clean Air Act Amendments of 1990 contain at section 184 provisions for the "Control of Interstate Ozone Air Pollution." Section 184(e) establishes an ozone transport region comprised of the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, parts of Virginia and the District of Columbia.

The Assistant Administrator for Air and Radiation of the Environmental Protection Agency convened the first meeting of the Commission in New York City on May 7, 1991. The purpose of the Transport Commission is to deal with appropriate matters within the transport region.

The purpose of this notice is to announce that this Commission will meet on May 10, 1994. The meeting will be held at the address noted earlier in this notice.

Section 176A(b)(2) of the Clean Air Act Amendments of 1990 specifies that the meetings of Transport Commissions are not subject to the provisions of the Federal Advisory Committee Act. This meeting will be open to the public as space permits.

TYPE OF MEETING: Open.

AGENDA: Copies of the final agenda will be available from Stephanie Cooper of the OTC office (202) 508-3840 on Tuesday, May 3, 1994. The purpose of the meeting is to receive reports from its committees, particularly on the Low Emission Vehicle program and control measures being studied for the November 15, 1994 State Implementation Plan revisions.

John DeVillars,

Regional Administrator, EPA Region I.

[FR Doc. 94-10976 Filed 5-5-94; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION

Public Information Collection Requirement Submitted to Office of Management and Budget for Review

May 4, 1994.

The Federal Communications Commission has submitted the following information collection requirements to OMB for review and clearance under the Paperwork Reduction Act of 1980 (44 U.S.C. 3507).

Copies of this submission may be purchased from the Commission's copy contractor, International Transcription Service, Inc., 2100 M Street, N.W., Suite 140, Washington, DC 20037, (202) 857-3800. For further information on this submission contact Judy Boley, Federal Communications Commission, (202) 632-0276. Persons wishing to comment on this information collection should contact Timothy Fain, Office of Management and Budget, Room 3235 NEOB, Washington, DC 20503, (202) 395-3581.

OMB Number: None.

Title: Section 76.970, Commercial leased access rates.

Action: Extension of expiration date of a currently approved collection without any change in the substance or in the method of collection.

Respondents: Businesses or other for-profit (including small businesses).

Frequency of Response: On occasion reporting requirement.

Estimated Annual Burden: 82,000 responses; 9 hours average burden per response; 278,000 hours total annual burden.

Needs and Uses: "Cable television, rates, leased access" Section 76.970 requires cable operators to calculate the maximum reasonable rates for each rate classification annually and to provide a schedule of rates upon request. Cable operators must also maintain sufficient supporting documentation to justify scheduled rates.

OMB Number: None.

Title: Section 76.917, Notification of certification withdrawal.

Action: New collection.

Respondents: Businesses or other for-profit (including small businesses).

Frequency of Response: On occasion reporting requirements.

THE DAILY INTER LAKE, SUNDAY, MARCH 6, 1994 — B-5

Notice of Availability and Public Hearings

US 93 Draft Environmental Impact Statement (DEIS)

The DEIS for the US 93 (Somers to Whitefish West) project is available for public review at the following locations:
Kalispell: City Hall, Edgerton School, Kalispell Library, Flathead County Commissioners Office
Somers: Somers School
Whitefish: City Hall, Central School, Whitefish Library

Public comments must be received by May 2, 1994. Comments can be submitted in the following manner:

☐ By attending one of the Public Hearings listed below:

Kalispell	Somers	Whitefish
Tues. 3/22/94	Wed. 3/23/94	Thurs. 3/24/94
6:00-9:00 pm	6:00-9:00 pm	6:00-9:00 pm
Cavanaugh's	Somers School	Mountain Mall

☐ By mail or phone to: Gina McAfee, Carter & Burgess
216 16th St., 1700, Denver, CO 80202 (303) 820-5240

☐ By phone to the Whitefish Hotline: 862-1388

☐ By phone to an Advisory Committee member:

Andy Feury	752-5812	Dale Ennor	862-2640
Pam Kennedy	752-4215	John Wilson	752-6600
Bill Hedstrom	758-5503	Marc Pitman	758-5790
Jim Weaver	444-6003	Bruce Boody	862-4755
Phil Lauman	857-3632	Jim Lynch	752-4215
Mike Stocklin	756-7217	Shirley Schmidt	862-5536
Tom Little	752-1440	Marshall Murray	755-5700
Steve Apgar	257-4141	Tracy Crabtree	756-1150

A-10 - The Whitefish Pilot, Whitefish, Mont., Thursday, March 3, 1994

Notice of Availability and Public Hearings

US 93 Draft Environmental Impact Statement (DEIS)

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Somers: Somers School
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Mike Stocklin	756-7217	Shirley Schmidt	862-5536
Tom Little	752-1440	Marshall Murray	755-5700
Steve Apgar	257-4141	Tracy Crabtree	756-1150

2: Public Hearing Transcripts

Public Hearing Transcripts

U.S. HIGHWAY 93

SOMERS TO WHITEFISH WEST

DRAFT INVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Held Tuesday, March 22, 1994- 6:00 P.M.
Cavanaugh's, Kalispell, Montana

ORIGINAL

Reported By: Bambi A. Goodman, CSR, RPR

inted on
cycled paper

I-N-D-E-X

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TUESDAY, MARCH 22, 1994 - 6:00 P.M.

Oral comment:

Dr. Lawrence Iwersen. Regarding the issue of a divided highway versus a nondivided highway, it is my feeling and experience that safety would be better served with a divided highway. The costs of head-on collisions in medical costs, post-hospitalization costs and eventual Social Security disability costs over the course of five years would offset any increased costs for spending incurred by developing a divided highway. Obviously, the safety of people in the valley would be better served with a divided highway and, as a physician, I would strongly recommend that a divided highway be constructed. Thank you.

Written comments:

Support Alternative B as bypass to Kalispell. Really want divided highway. Five lanes won't do any good because we can't see lines. Left-hand turn lane isn't safe because you can't see the lines.

Median design will not work between Somers and Kalispell due to high number of existing accesses.

Let highway department come in and build road and be done with it.

People want to get through town. Visual importance is secondary.

Stillwater is big mistake - impact on residents out on Stillwater.

Safety factor not major difference - five lane is more optimal.

Oral comment:

My name is Virginia Sloan. I live in Kalispell. And it's real obvious to me that the what you call the turn lanes appears to be a much more dangerous alternative than the meridian. Another thing that I'm real concerned about is the potential for growth and land use issues along the highway. I think you have more chance for uncontrolled, erratic growth patterns without appropriate zoning and planning with the five-lane design. And I think that's a real concern.

The elements that I would really like to see included in the plan are the bike paths and the--if you want to call them extra-design elements. They're a real plus. And we need to be visionary and long-term thinking in the design of this highway. And I guess I would--I would expound in length in my writing. For safety also, I would emphasize that.

Written comments:

Owns property southeast corridor Schrade, 16 acres of highway frontage. Would like access in south of property and in middle. Likes five lane.

Concerned with median and access. Thinks five lane is safer.

Put a light at intersection at Schrade. Schrade is a very dark intersection. Consider left-turn bay for Schrade Road.

Highland Drive. Concerned about an approach just north of Highland. It was? The original plan is not there now.

MS. BRAMER: Greetings. I just want to briefly talk about what we're going to do for the next hour or so and do a couple of quick introductions. We'll talk a little bit about the purpose of the meeting and some of the major findings of the draft Environmental Impact Statement and the process from here on out to the final EIS and then take any questions, clarifications from this group, and then we'll be breaking up again and do much of what we've been doing for the last hour or so and give you the opportunity to talk to us about what your comments, questions are about the highway and your preferences and make sure that they get written down. We'll talk more about that process in a minute.

But what I'd like to do is just very quickly, without going through all the names, introduce two groups of people to you. One is the staff of Carter - Burgess who have been preparing the EIS. If you could just raise your

hands, you'll see who they are. Most have Magic Markers and papers in their hands as we've been taking comments. And the other group is the Project Advisory Committee. I know some of you are seated. If you could just stand up, please, thank you. And some of them are already standing and the rest of you can raise your hands. They also will take comments as we go through the evening.

What I'd like to do is just very quickly tell you the purpose of the meeting is to present to you some of the draft and environmental impact findings, some of the work that we've been doing since the last time we saw you, some of the information that's been generated, the analysis and interpretation, much of which you see pictures of, but Gina's going to go over that in much more detail, and then to get your input on some of these specific alternatives. As you can see, we've got some cards hanging on the wall that have already been noted and we also want to hear from others of you that we may not have yet in as much detail as noted. Any questions about the process at this point? Okay.

MS. MCAFEE: I'm going to spend, oh, maybe ten or fifteen minutes just describing some of the main findings that we--that we have come to through the draft EIS process. These are summarized in this handout, which I hope most of you got when you came in the room. We

also have copies of the draft EIS here. And there is a lot more detail in the draft EIS about the things that I'm going to briefly summarize tonight. So if you have any particular questions where you need more information about a particular item, you'll hopefully either find it in the handout or, if not, look--ask one of us to help you find something in the draft EIS.

The primary purpose and need for improvements to U.S. 93 is summarized in chapter one of the draft EIS. It is to reduce congestion; provide for planned growth and development; provide for improved connections with intermodal facilities; improve safety; and provide for enhanced scenic values.

Chapter two of the draft EIS summarizes the group of alternatives, and there were many alternatives that we initially looked at. Some of you were involved in that process and remember, you know, the many different corridor location alternatives that we looked at and, you know, all the way up and down the thirty-mile corridor. Chapter two does summarize that process, summarizes all of the alternatives that we looked at and which of those were advanced. Advanced means that they were then evaluated in detail in chapter four of the draft EIS.

The alternatives that were advanced are summarized in this handout and they're drawn on the aerial

photos that you see here tonight. Those alternatives include the No-build Alternative, which is basically to leave U.S. 93 in its current condition in the what we call the rural corridor areas, which is the Somers-to-Kalispell section and the Kalispell-to-Whitefish section. We looked at basically three build alternatives. We looked at one that we called A (turn lane), which means that there were two--two lanes on one side going in one direction, two on the other side going in the opposite direction and a fifth lane in the middle that was used as a center or turn lane. We also looked at an alternative which we called A (median), which had two lanes going in one direction, two in the opposite direction with some sort of a median in the middle. And the median varied depending on whether we were in a rural section where you would tend to go for a depressed grassy median, you know, slightly lower than the travel lanes, or sometimes in the more urban sections we would recommend a raised median. But some sort of a separated median. And then we also looked at what we call an A (combo) Alternative, which combines features of both the A (median) and the A (turn lane) Alternative in different locations throughout the corridor.

I would like to note that the combo, the A (combo) Alternative that we looked at, is just one example of, you know, maybe a hundred different combinations that

you could come up with using different sections of either the A (median) or the A (turn lane). We chose the A (combo) one just as one illustration of what that could be.

In the Kalispell area, we looked at also three different build alternatives. Two of those alternatives assumed that there would be a bypass of the Kalispell area. The bypass would be located generally on--along the railroad line west of town and then generally along Stillwater Road. Again, a more detailed alignment is, I believe, on page eight of your handout, and it's also on this aerial photo.

The two along that bypass alternative we looked at also both a B--this Alternative B and we call it--there was an alternative that we called B (turn lane) similar to A (turn lane) with the fifth turn lane in the middle and also B (median) was the second basic alternative. And these are--these two alternatives have similar characteristics to the A (turn lane) and A (median) that I just described. And then we also looked at a third alternative, which was just improving Main Street through town. And that we called Alternative A, you know, through Kalispell. So we did look at an alternative that did not include implementation of the bypass and then the two alternatives that did include implementation of the bypasses, and along with those would also be improvements

to Main Street through Kalispell.

In the Whitefish area, which is these drawings over here on this wall, we looked at six build alternatives. And the six build alternatives that we looked at included--one of them included improvements just to Second and Spokane through town and then the other five alternatives were different variations of splitting traffic between Baker and Spokane. Sometimes it was a one-way couplet type of split of traffic and sometimes we had two-way directional traffic on both Baker and Spokane. And I won't go into those in detail. Again, they are summarized on pages ten and eleven of this handout.

Now, I just want to go briefly into the major findings of the EIS. I will do it by impact category. These are--these are categories that are defined by the National Environmental Policy Act that you need to evaluate impacts for. So that's the way I will just describe generally what we found.

In the area of transportation, traffic operations, we found that all of the build alternatives that I've just described will improve future traffic operations. So they will respond to the purpose--one of the purposes and needs for the project, which is to reduce congestion. We found that in the year--by the year 2015 there would be a noticeable reduction in congestion, if

these build alternatives were implemented. The build alternatives all improved the safety conditions. I know that is of concern to a lot of you. That came up quite a bit in our scoping process. And all of the build alternatives would improve safety over the no-build.

We did find that there were some differences between the two basic A (turn lane) and A (median) Alternatives in the locations of where future accidents might occur. The A (turn lane) Alternative could have more accidents that were nonintersection related, that would occur in locations where there was not an intersection. The Alternative A (median) could have more accidents at unsignalized intersections. But I also--and these are--that is when they are compared to each other. But they're both a dramatic improvement over the No-build Alternative.

In the land use area, we found that the Alternative A (turn lane) would tend to encourage less dense and uneven extensions of either commercial strips in the area south of Kalispell and south of Whitefish or residential-type uses in other areas. We found that the Alternative A (median) would tend to focus development in a more denser form, generally along the major intersections. In Kalispell, the Alternative B, which is the bypass alternative, would tend to accelerate development along the

bypass.

We looked at the right-of-way that would be needed. And a lot of you may know that the Montana Department of Transportation has already purchased quite a bit of right-of-way from both, you know, primarily in the rural sections, again, from Somers to Kalispell and from Kalispell to Whitefish. Those lines are drawn on these maps. Additional right-of-way will be needed for frontage road areas for what we've shown the Alternative A (median), some what we call split-alignment areas where the two different directional lanes of traffic would split and there is more area in between. Additional right-of-way would be needed for that. Additional right-of-way would be needed for the what we've called the special design concepts, which are the gateway areas and some of the other special features that we've shown on the wall over here.

Also, in locations where the centerline of the new roadway would be moved off the centerline of the existing road, those are also locations where additional right-of-way would be located.

The Alternative A (median) concept does require more right-of-way and would require more residential right-of-way locations than the A (turn lane) Alternative. I also want to point out that there are some discrepancies that are in the information that was on the EIS and that is

shown on these plans tonight. The correct information is the information that's shown on these plans tonight. But basically what you'll find is that on the plans here we have a dashed line that shows where the future right-of-way line is likely to be. So I encourage you to make sure you study those plans because that is the correct information and we will make sure that that is--that the next step in our process is a final EIS and that information will be correct in the final EIS.

We looked at economic impacts these alternatives may have on the economy. Generally, the building alternatives will improve the economic situation over the no-build because there would be less congestion.

There was a lot of concern about accommodations and facilities for pedestrians and bicyclists. We have included in the design a number of recommendations for special accommodations for pedestrians that need to cross over U.S. 93 at certain locations and those are listed on the wall. They're also listed in the handout and in the EIS. So that--that would result then in an improved situation for pedestrians and bicyclists. We're also including in our design either a separated bike path, a bike path--probably a ten-foot wide, nine to ten-foot-wide bike path that would be separated from the highway or accomodations for bicyclists along the shoulder of the

highway. That's actually one of the areas that we're hoping to get some expression of preference from you tonight, if you prefer one or the other. But either one will improve conditions for bicyclists along the corridor.

The A--Alternative A (median) will also improve conditions for pedestrians who need to cross the highway because that median area can be used as a refuge, as a place for them to wait while traffic clears that's coming in the opposite direction.

We looked at air quality. We found that any of the build alternatives would result in decreased emissions from carbon--of carbon monoxide. That is because they generally will improve overall traffic flow and there's more carbon monoxide that gets emitted during congested conditions. We looked at the main air quality problem in both Kalispell and Whitefish which is a pollutant called PM-10, which means fine particulate matter. So we looked at how these alternatives would likely affect the fine particulate matter. And we found that any of the alternatives in Kalispell that included the bypass would result in decreased emissions of fine particulate matter. The primary reason for that is the bypass will encourage more of the travel to occur outside of what's called the nonattainment area boundary, which is basically the area within Kalispell that's been found to have the worst air

quality problems. So by building the bypass, you will encourage more of the travel out of that nonattainment area boundary and you will decrease the emissions of fine particulate matter.

In the Whitefish area, we found that--again, this is within the Whitefish nonattainment area, the build alternatives would generally--would result in slightly increased emissions of fine particulates. This is when compared to the No-build Alternative. Except for one alternative, which was the C--we called it the C (offset) Alternative. And that alternative would have slightly fewer emissions when compared to the No-build Alternative.

We looked at noise levels. We monitored existing noise levels along U.S. 93 and in other locations and then we predicted what the future noise levels would be with implementation of each of these alternatives. Generally, we found that there would be increased noise levels typically in the vicinity of two to three decibels, which is at a point that's barely perceptible to approximately ninety-five either homes or schools, someplace where noise could be of concern. This did not vary much depending upon which alternative you were looking at, except in Kalispell along the bypass, there were an additional approximately twenty-six either homes or schools that would be--where they would receive noticeable noise increases.

We looked at impact to water resources. There are a number--as you know, there are a number of stream crossings along the corridor. There are also a number of wetland areas that are protected by special legislation. Generally, the Alternative A (median) had more river and flood plain encroachment and slightly more wetland encroachment. It was not significantly more but slightly more. Along the bypass, there were approximately four acres of wetlands that were impacted and additional river and flood plain encroachment along the bypass alternative in Kalispell.

Getting close to being done, so don't fall asleep yet. We looked at historic properties. We surveyed all along the corridor looking for both archeological properties as well as buildings and other--other things that might be of significance to the community from a historic standpoint. And we did find that there were several resources in the area that could be impacted that these are either on the National Register of Historic Places or determined to be eligible for inclusion on the National Register.

We found that in the Somers-to-Kalispell section and also along the Kalispell bypass, the railroad right-of-way itself is a historic property because of the importance of the railroad in contributing to the history

of this valley. And since we are in many locations going to be either impacting on that railroad right-of-way or, you know, on the--in Kalispell we are planning to place Alternative B right on top of the railroad right-of-way, that would likely be an adverse impact to that historic property, which is the railroad right-of-way.

Also along the Kalispell--the Kalispell Alternative B, which is the bypass, we found a historic farmstead called McDonald place and we will likely be encroaching on a quarter of that property. Also, that's something that will likely have an adverse effect to that historic property.

There are a lot of parks in the corridor and we looked at the--we looked at potential impact to all of the parks. In most of the cases, what we found is that we would not encroach on park property. We may be bringing the highway closer to the park but it's in locations where it's already in MDT ownership, so it's not actually park property. There would be a increase in noise and visual impacts to the users of the park. There was one situation where this was not the case and that was along the Ashley Creek trail that is, again, west of Kalispell. This is a--it's planned for a future Rails to Trails conversion but it's also currently used as a recreation trail owned by--or operated by Flathead County Parks. And we would have a

direct impact. We would actually cross that trail since it does go along the rail spur line in there. So we would have a direct impact to the Ashley Creek recreation trail.

We looked at the visual impacts of the various alternatives, and generally what we found is that the Alternative A (turn lane) would be perceived by the motorist as a much increased expanse of pavement, as you were driving along. That expanse of pavement, the visual impact of that would be interrupted by Alternative A (median). You would see--as the motorist was driving along you would be able to see the grassy median on the side which, you know, would appear somewhat similar to what you see now. And in some cases you would not even really be all that--it would not--the other lanes would not be all that noticeable. So we did find that the median did serve a very important function visually of breaking up that expanse of pavement.

The special design features that we've recommended we found would improve visual quality in a number of locations along the corridor. And these--most of these are assumed with either of the two basic alternatives.

I also wanted to mention that in Kalispell we are showing a widening in Kalispell. There are trees, as you know, right now that are south of the courthouse area. We

are planning to do the construction of that in such a way so that we do our best to not impact those trees but it is possible that we could lose some of those trees just as a result of construction activities.

Then we looked at implementation, and some of the schedules for implementation that are possible are laid out on the wall in the back there. We also found--we looked at some of the disruption during construction that could occur. We did find that traffic that's moving along the road, people traveling along the bases, would definitely be of concern, would generally be less disrupted in the locations where the centerline of the road is moved away from the centerline of the existing road, where the alignment is offset is the term that we used in the Environmental Impact Statement. This occurs, again, where our design is moved off the centerline of the existing road. This occurs most frequently with the Alternative A (median) concept, so it is likely that at least in certain sections you will not notice as much disruption during construction with the Alternative A (median) than with the Alternative A (turn lane).

The other thing in the EIS, we defined several different options for access control and we have--these are, again, in your handout and they're also on this chart over here under the other design elements category.

We--there is a possible no-access-control alternative, a restrictive-access-control alternative, which basically places, you know, a fair number of restraints on how often you would--you would provide for driveway access to U.S. 93. And then we have one that's called situational that's, in a sense, sort of halfway in between no-access control and restrictive-access control. The chart underneath that provides some evaluation of those three basic access control alternatives. Generally, the restrictive-access control would take more time in the right-of-way acquisition process and would be more costly in the right-of-way acquisition process but would have some different advantageous effects on traffic operations, on safety and on land use. So we also encourage you to provide us feedback on those access-control alternatives tonight. Because there are different access-control alternatives that could be implemented by MDT along with any of these basic alternatives.

The process from here, tonight is the first of three public hearings that we are having. These are somewhat more formal than the public meetings we have had before. They are being--we do have a transcriber in the back. There will be a transcript prepared of this hearing. And as Kathy mentioned, the primary purpose for these hearings is to hear from you. This is your--your

opportunity to--a lot of you have sat through these meetings for the last year and this is your real opportunity to give us your input. We're also--last week and this week and the next couple of weeks we are going to be meeting with various groups in the valley. We also have meetings with agencies because there are agencies who have responsibility for reviewing portions of this EIS. And we've already received a lot of letters. People have written us letters. People have called our--the Whitefish phone number that we have to let us know what their feedback is, so that's the kind of feedback that we're starting to get on the draft EIS.

From here we will be analyzing and incorporating the input that you give us and then we will be, together with our advisory committee, we will be identifying a preferred alternative. And I wanted to just mention briefly some of the thought process that we will be going through to identify the preferred alternative. First of all, you know, your input tonight is very important as well as is the input from the agencies and the input from our advisory committee. There are requirements through the National Environmental Policy Act and also through the new ISTEA Legislation. ISTEA is the new Federal Highway Administration Funding Act. These pieces of legislation require a balanced approach to decision-making about

transportation. It requires that, you know, we not only look at some of the things that may seem very important, you know, or have seemed important in the past but also that we look sort of to the long-term. We look to some of the social impacts of some of these alternatives, more over the long-term. That the National Environmental Policy Act specifically requires we look at environmental, economic and social impacts of the alternatives. So those are some of the things that we will be considering.

There are also--some of the resources that I mentioned tonight is protected by specific legislation. The air quality is protected by the Clean Air Act; the wetlands that I mentioned, as well as rivers, are protected by the Clean Water Act; the historic properties are protected by the National Historic Preservation Act; and all of those pieces of legislation have particular requirements that we need to meet if any of the alternatives that I've described here tonight will actually impact those. So that's another factor in what we will be considering when we recommend a preferred alternative.

After we have had preliminarily selected a preferred alternative, we will be sending out a newsletter where we will, you know, let you know the--what our preliminary recommendation is and the reasons for that. And we will do this in advance of the--when we will be

finishing really our final--the final document on this project which is the final EIS. And we're right now projecting that that will be finished in September of this year. So between now and September is when we will be selecting the preferred alternative.

After that final EIS is finished, then the Federal Highway Administration, which is the lead federal agency on the project, will issue what's called a Record of Decision in the Federal Register. And that's when they formally adopt an alternative for the Somers-to-Whitefish project. And after that point in time, the next steps before construction are--you know, these are conceptual designs on the wall. Those will need to be finalized into actual final designs that you could build something from. And as I mentioned, there will be some additional right-of-way that will be required so there will be a right-of-way acquisition process, there will be a--if there are utilities that need to be moved, there will be a utility relocation process and construction following that.

That's really all of the presentation I had on the technical part of the project. What I'm going to do now is just let you know again the ways that you can comment. Again, the primary purpose for this meeting is for us to present the findings of the EIS and then for you to tell us what your response is to that. You know, if

there's something that you like, is there something that you don't like? This is the official time in the process for you to do that. The ways that you can comment tonight, we have several different ways. You can sit in front of the transcriber who's over in the corner and she will type in your comments and that will be a formal part of the record. You can also fill in a comment sheet. We had comment sheets when you came in, and as well there are some back by the comment box so you can fill in the comment sheet and put it in the box. You can--we have these cards around the room, you can actually--and they're also now some of them are up on the wall. You can write on one of those and put it up on the wall and that is also going to be entered as part of the formal comment received tonight. Or you can just talk to one of us, we'll write down what you're saying, or you can talk to one of the advisory committee members also. They'll write down what you're saying and that will also be entered in as a formal part of the hearing tonight.

After tonight, there is still an opportunity to comment. The comment period for the draft EIS is not over until May 2nd. And the ways that you can comment, on the back of the comment sheet you can fold it up and mail that in. You can write us a letter and the address is listed here on the back of the handout. You can call our--the

Whitefish telephone number and that's also listed on the back of the handout, or feel free also to call one of the advisory committee members. We are working very closely with our advisory committee on this process. So feel free to call them, if you also have official comment on the EIS.

Before I turn it back to Kathy, I just want to reiterate the type of comment that we're looking for. We're looking for if you want to express an opinion about a preferred highway alternative, you know, either overall or in different sections, in different locations of the corridor, we encourage you to express an opinion about one of the access-control alternatives and you think that you like. We encourage you to express an opinion about whether you prefer a separated bike path or a bike lane that's used together with the shoulder of the highway. We have--in the EIS, we've made several recommendations for what we call mitigation. If you have any suggestions for mitigation for impacts that we've identified, we encourage you to tell us that. If you have--on this wall over here we've made suggestions for special places to--for pedestrian crossings, special facilities for that, we encourage you to comment on that. We're looking for all sorts of different types of comment. And that's about all I have to say right now. Kathy?

MS. BRAMER: One of the things that's

been a little different about our public hearings than some others that you may have been to is we very seldom put a microphone in the middle of the room and get comments. The reason for that is because we think we can get more information by working individually and in smaller groups. So we are, again, tonight not going to spend a lot of time in the whole group taking comments but, in fact, we want to get everything you have to say written down so it goes into the records so we have time to get everyone's comments.

Having said that, I would be willing, however, if there are any particular questions regarding clarifying any of the things that Gina said, is there anything at this point you can also ask those later, you know, of individuals.

FROM THE FLOOR: Would you clarify the Alternative A (combo) for the Kalispell-Whitefish section that is not shown? That's certainly something we talked about at great length and is not there.

MS. MCAFEE: I believe that the Alternative A (combo) that's documented in the draft EIS for this particular section is identical to A (median). Tonight we also talked, though, about a couple of other different combo sections that could be considered for that and that's the kind of input that we're looking for tonight. For instance, we were talking about you could

consider a combo and, again, remember I mentioned earlier that the one we had in the draft EIS is just one example of many. But you could consider one that it was the A (median) concept, except when you got to the general Happy Valley area where it tended to be more constrained and then it could be an A (turn lane) concept. So that is a suggestion that's come up tonight that we will look at. So that's the kind of information that we're looking for tonight.

FROM THE FLOOR: When you talk about bicycle path, do you incorporate the bicycles paths in both designs or is that another alternative that's going to be addressed?

MS. MCAFEE: Right now it's in the EIS. It's presented as an option, but it could be either a separated bike path or it could be a bike lane on the shoulder. But that is something that--at this point in time we have not said that it would be a bike path in a certain location and a bike lane in a certain location. We are looking for that input from you.

FROM THE FLOOR: It could be on both designs?

MS. MCAFEE: Yes, it could be on both designs.

FROM THE FLOOR: I just want to clarify

on page eight, Alternatives A and B, does this mean that we either have A route or B route or does it mean that you're indicating both?

MS. MCAFEE: You're talking a question about the graphic, the way the graphic is?

FROM THE FLOOR: On page eight.

MS. MCAFEE: Yeah. The B Alternative, which is bypass, would--

FROM THE FLOOR: If you do the bypass you don't do A?

MS. MCAFEE: Actually not. What our analysis has shown is that you really need to do both. That if you do the B, even if you do the bypass, you still need improvements to mainstream through town. But if you do--but if you do A, we're not assuming you would do B. So A would be without B, but B would include A.

FROM THE FLOOR: I don't see that it's going to help Kalispell very much to keep it right in the middle of town.

MS. MCAFEE: That's the kind of input we're looking for.

MS. BRAMER: Other questions? Clarification? Okay. I would also urge you, in addition to what Gina said about the kinds of comments we're looking for, to also give us the why. That if you're giving us a

particular idea that you want something in a particular way, if you tell us why you want it that way so we understand what the motivation is. Because sometimes you can come up with a solution that will meet your needs by telling us what the why is. That will help us do that far more effectively; okay? Anything else? Good. Well then let's move around to whatever stations you wish, and there will be staff and advisory committee members available at each of those to take your comments. Thank you very much.

(Oral presentation concluded at 7:50 p.m.)

Written comments:

Median alternative for access into Highland Drive.

S curve at Schrade is dangerous because people pass there now.

No left turn into race track will cause a problem during races.

Road opposite Twin Acres is not public way. Montana Department of Transportation has noted the intersection approach access is not a legal approach. City of Kalispell's understanding is that the road will be cul-de-saced west of the runway facilitating the City's future desire to extend the runway seven hundred feed.

Twin Acres Drive could intersect at 90 degrees if road opposite is closed.

First Avenue East intersection with U.S. 93 south should be shown as right-turn-only intersection.

Thirteenth and U.S. 93 intersection will be signalized by Montana Department of Transportation. Eighteenth and U.S. 93 soon to be signalized.

Transition four lane to two lane at Whitefish will be congested. There is terrible congestion now from mall to Second Street in town. You won't find this change from four lanes to two lanes make it worse. Biggest congestion is south entrance to Whitefish.

A two way into town will keep traffic out of neighbors. On Baker, intersection makes southbound free flowing. Seventh connection solves internal traffic problems better than other alternatives.

At Two Mile Drive on south side, the alignment goes through Greenbrier subdivision. Also, home on north side of Two Mile Drive is impacted with noise. (Owner of house.)

Comment on note at Lions Park. Minor encroachment of .10, .11 acre more important on small park. (Same take on ball fields.)

Large lot add agricultural zoning from Kalispell to Whitefish - needs four-lane design to avoid strip development and for safety in inclement weather and for aesthetics. Somers to Kalispell should have four-lane

median design except from Ashley Creek north because area has not developed yet. Build the bypass alternative.

Five lane is better because farm machinery can't make the turn around.

Blizzard will cause snow to back up behind it like a snow fence.

Doesn't like parkways because more deer are attracted and more accidents with wildlife.

Lori Angus lives in property number 17, yellow dot on map. Earth moving, grading has begun on subdivision, Greenbrier directly in path of Kalispell bypass. Birk and Astle is developer of Greenbrier subdivision. What criteria is used to determine if improvements are needed?

Unless planning is done very carefully, there will be continuous traffic signals between Kalispell and Whitefish. Median design will work well from a traffic standpoint and will cluster development around cities. Our perspective is clouded. In other parts of country this project would be low priority.

Preserve gateway view of Whitefish both sides of Montana 40. Small-town feel of Whitefish is being lost. Left turn out of west side business south of town could be wise with five lane. Baker could be extended south of Safeway. Right-of-way is being acquired, eventually come

out at Commerce west of Mountain Mall. EIS should adjust this better.

Median method not feasible. Stick to five lane as originally designed.

Why was the northern separation at the location it is? Prefer that the wider median not used. Takes property. Would not like the separated alignments.

If commercial clusters are done at Schrade, the median will restrict it.

Is this really the best use of this much money? Most people between Somers, Kalispell in favor of five-lane alternative.

A lot of businesses south of Kalispell are semi-truck oriented. Five lane gives more stacking and turning room.

Trucks often stack needing to turn.

How will construction phasing and access be maintained with five lane?

Libby-Troy highway construction was terrible, delays sometimes as long as all day.

Opposed to expanse of median construction and also additional right-of-way requirement in all sections.

Highway can be constructed adjacent to existing road and then when it is done the existing roadway can be constructed.

Want a left-turn option at Kelly Road and Somers to Kalispell.

Range of alternatives through Kalispell was only two. Original Kalispell bypass routes not evaluated as promised at those meetings. Two alternatives is not a reasonable range to consider and display effects.

Need of frontage roads on U.S. 93 south of Whitefish. JP Road to river or parallel roads to east and west. Should be more long-range planning for Whitefish. Need better defined grid system.

Strongly support the design elements that focus on aesthetics. Make it beautiful as long as we are doing it.

Combo alternative through restrictive areas, Kalispell to Whitefish segment. Should consider five lane in other sections to minimize cost. Also just south of Kalispell, 13th to Lower Valley Road.

Group of business people from south of Kalispell strongly support the five-lane option from Somers to Kalispell.

Montana Forest Products has a phase one assessment that has cleared the site.

Split alignments actually avoid relocations of residences in many instances.

When indicating a hazardous material site, should

use word "potential" because may not be any.

Combo is missing on Kalispell to Whitefish. Also divided separated.

Trucks will be using Whitefish Stage Road in lieu of U.S. 93 during construction. Why are new traffic lights in Kalispell turned off at night? They should be left on at all times or at least until 11:00 p.m. or later. Emergency vehicles activate traffic signals for too long. People start running red lights creating unsafe conditions.

Five-lane design at race track would encourage people exiting the race track to use center turn lane to merge into traffic. Race track location with median design would take people exiting a very long time and create unsafe conditions. Should consider number of cars exiting at this location. Schrade Road.

Median design has a large amount of additional cost for only limited additional aesthetic improvements.

Design road to ensure safe traffic operations-median will prohibit unsafe passing in center lane that some drivers do.

Taxpayers should question cost for aesthetic values.

If there is a median open, there needs to be a decel lane. Five lane is my preferred option.

I am not giving an inch of my land.

There needs to be a left-turn lane at Cemetery.

I do not plan to turn over more right-of-way without need for median justified. And median is not justified.

Landscape median in Montana don't work because they are not maintained.

Zoning manages land use. It is not the highway's function.

Maintaining landscape median is hazardous to workers.

I will not sell any land for a new bike path. I cannot stand to lose land due to subaddition A.

I don't have a problem with five lane but four lane I take issue with.

Suggest showing graph or table illustrating how much noise changes relative to distance from the source.

From Cemetery Road to Livestock Auction Barn to Industrial Park needs unrestricted access; right-of-way issues; all truck-oriented businesses.

Five lane for turning trucks is safer than median, especially for 90-foot trucks backed up four or five deep.

With median section between Cemetery Road and livestock, turn lane would have to be long enough to accommodate four to five trucks.

Put bicycle paths away from road; the truck traffic can pull cyclists in their draft.

Left-turn lanes must be installed at all openings to keep slowing vehicles out of fast lane.

There is a body shop just south of MP 117.

Delay in project has caused my husband his health. He was in an accident on 93.

Question spending extra dollars for a median just to see more open space - prefer the A (turn lane) Alternative. Also recommend slowing traffic down. Would like to see more detailed information on other bypass alternatives in Kalispell - like meridian. Should have more fully evaluated other corridor alternatives. These should have been documented. Property rights should be more important than aesthetics. If I owned a business along a split alignment, I would not be happy with the loss of accessibility. Safety of school children getting on and off of buses is better with the five lane.

The long-range economic impacts on the cities in specific and the Flathead Valley in general must be included in the evaluation and selection of the alternative. I believe A (median) or A (combo) would serve the purpose of the Highway 93 widening and the valley economy best for the following reasons:

1. Less asphalt to maintain and install.

2. Easier, safer and cheaper for snow plowing.

3. Less proliferation of strip commercial that will erode the tax bases of the traditional centers of commerce. If the historic commercial tax base declines, the burden of supporting local government and services will shift to the residential property owner.

4. Incorporation of the special design concepts will enhance the initial investment of the highway project. Present a sense of a special place to live and visit. Increase the economic development opportunities, attract visitors and keep them an extra day or two. Increase property value for a healthier tax base.

5. Safer and easier design to drive.

6. Controlled intersections help identify where turning movements can occur. Also, lighting can be specific for safer visibility.

Bike ways - separated would seem to be safer if a commitment is made for sweeping and maintenance. Attached to highway easier to maybe maintain. Need a clearer picture of the pros and cons for each.

We definitely need Alternative B bypass to Kalispell, even if nothing else gets done. There must be provisions for bicyclists and pedestrians. The ignoring of this simply is inviting disaster to school children. Why not this type of channelized intersection?

Graduated high school in Kalispell in '65. At that time the same discussions were being held in Kalispell. Problems identified, solutions given but no action. Right now we have a transportation infrastructure crisis and we continue to delay. Let's stop spending money on study and get started solving the traffic safety problems. Widen Highway 93 now. Use five lane stockyards to Kalispell. Kalispell to Fenders, Highway 40 to Whitefish with the rest with median. Median the Kalispell bypass now before anyone has time to build. More info call Roger Somerville, P.O. Box 186, Lakeside, Montana, 844-3667, or at TDH, Inc., 752-5246.

Do something. Get the money to make it work.

Ninety-three separate because of speeds. Other streets use edge or shoulder.

We need to bypass through Kalispell for obvious congestion reasons. We also need bike lanes. I personally prefer separate from road, not just on shoulder. I would think they would be safer.

Access control. Since I found both the restrictive and situational control acceptable, and the restrictive control has the least accident potential, I would be encouraging the restrictive-access-control alternative.

Kalispell to Whitefish section. Would support

median alternative since it appears to be safer and would encourage clustering of commercial development at intersections and would be more visually pleasant.

But see no need to spend money on frontage road areas where road splits with more space in between. No need to displace Smith residence or take more of Patterson property for no apparent reason other than variety of design.

Bottom line is how much more will it cost, and can we afford the luxury of it?

Prefers median Kalispell to Whitefish. Separate the bike paths.

Cannot accept increase in noise. It is too noisy now and extra width will make it worse.

Area north of wetland at Schrade floods every few years.

I'll be buried before the road is built.

Preference for a combo but different from March newsletter. Kalispell to Grandview five lane. Then from Grandview north to at least the Stillwater River, divided highway with recessed median, et cetera. Past dump area then lots of driveways, i.e., access, turn-around then to five lane. Then to four lane, back to five lane back into Whitefish. This has been the main concern from the beginning. Combo Kalispell to Whitefish. Please contact

Pam Kennedy, Nick Herron, Bruce B. Mayer, Doug Rauthie to clarify this.

Jim Lynch, Marshall Murray. Five lanes work better in an urban community where speed is 15 to 45 miles an hour.

On Kalispell do both A and B.

Combo is missing on Kalispell to Whitefish.

Letters divided separated highway north of Tronstad Lane and divided highway north of Hodgson Road should show area in the middle of separation as green.

Wetland mitigation. A Lawrence Park discussion of 1.5 to 2 acre park, wetland creation. Also, if surplus fill from pond use as fill on highway. Consideration? Out of football fields and city shops there is potential for park - ponds here also. Two hundred plus housing units proposed near here. West side municipal golf course by old mill site. Ponds could be constructed. Possibility of bending 18th around to Whitefish to access this site. Eighteenth could and does connect to many of the Kalispell area.

Oral comment:

Mark Koeneker. And my comments regarding expressing a preference for a separated bike trails over widened bike shoulders. I feel that separated bike trails are more beneficial to greater numbers of the general

public, specifically people with families, senior citizens, others that don't care to ride with traffic on a busy highway. I feel that they represent an increase in safety over shoulder-type trail.

Regarding crossings--pedestrians crossings described as design treatments, I feel that pedestrian crossings can be made safer by using a treatment that breaks up the pavement such as some areas have used cobblestone or other types of materials to give drivers an indication that there is a crossing, which is preferable to just a painted surface treatment which sometimes gets worn off or is not easily visible. I think that's it.

Written comments:

Major storms come from northeast. Problems with large vegetation in median at the split alignment south of Fenders. Median would cause drifting of snow and visibility problems. Just south of Church Drive is also prone to drifting and fog.

Prefer restrictive access control with zoning for open space.

Tom Jentz. Other design elements.

1. Scenic overlook - a must for slowing traffic from viewing highway.

2. Support divided privilege concepts.

3. Provide bike underpasses. West Whitefish -

nice entry. In Kalispell, enhanced median and entry good. All good concepts, keep them.

Need B (median) alignment good. New subdivision. Long-term solution is divided here.

Divided highway - only good solution for pedestrians.

1. Five lane entire way except north of Stillwater and south of Fenders. Use divided plan for entire length of that section.

2. Bike paths on the shoulder of highway.

3. Page eight part B, bypass, to Highway 2 only then to meridian and up to 93. It would be too expensive to go north of Highway 2 and not a direct route.

4. Willow Glen - Conrad Drive - LaSalle extension is still the least expensive and will be the most effective.

Why have split alignment north of Happy Valley? Cost - row.

What are requirements for emergency turn-around? Do not like separation due to cost and no good visual advantage. Increased emergency response due to increased travel from turn-around will increase insurance rates. People leave race track all at once and going to Whitefish. There has to be a left-turn access.

Willow Glen and Conrad Drive corner. If do

bypass on Willow Glen, will lose too many homes. Kalispell bypass B looks expensive - should use north Meridian as well on south end as south end of Meridian - don't go so far west - concerned about lack of safety data - seems only logical divided highway safer - bypass on old railroad row south of Kalispell a good idea - 4500 Highway 93 south Kalispell to Whitefish own the property there - very worried about the noise levels. Already too loud - concerned about purchase of extra right-of-way. Would lose trees. Front door would be next to highway - if you buy more right-of-way, at least pay what it's worth this time.

Speed on proposed improvements will be limited by numerous traffic signals. Need less signals on proposed route or better coordination/timing of signals. Pond proposed at Lawrence Park could be used as wetland mitigation replacement - more useful wetland than if constructed at other locations.

Median configuration is safer; limited access keeps slow traffic from trying to join fast-moving traffic. Median configuration is better for snow removal. Like the bypass option around Kalispell.

My only real comment is on the bike paths. I feel that they should be incorporated with the shoulder of the road. As an experienced commuter, one thousand miles a year, I have never had a problem with riding on the

shoulder. Of course, a person on the bike must be competent enough to let all vehicles around know his/her intentions at all times.

By making a pedestrian/bike path, you clear up the vehicle-bicycle problem but you now have a pedestrians-bicycle problem. Have you seen most people walk? They cannot follow a straight line nor do they telegraph their intentions. I feel there would be much more accidents. Besides, what's the purpose of a bike path - for traveling. Much safer as a car/bike path. Dana R. Wastjer, 2009 Highway 2 East, 756-0053, work phone.

Five lane essential for safety. Bike paths good for now and future. Mary Ellen Nelson, 549 Sylvan Drive, Kalispell, 755-8851.

It is obvious that the ideal format would be a five lane. Please strongly consider this.

Medians always turn out to be ugly gravel and garbage collection areas that become eyesores.

If you drive 93 Somers to Kalispell every day, you would know it needs a five lane with truck route to east. Ted Matelich, Box 47456, Kalispell, 756-7175.

1. EIS - why necessary when design is appropriate for Highway 2 one mile away.

2. I support the safest, most economical to maintain and the least expensive alternative. I believe

that would be five lane with turn. It is utilized throughout the state and is okay.

3. Bypass. I support meridian to Highway 93 and Willow Glen to LaSalle. We must make access to bypass easier and safe. Don't make traffic stop to access bypass.

4. Safety five lane seems best.

5. Maintenance. Hasn't Highway 2 east taught us anything about median maintenance?

6. We've already spent study dollars, felt the impact of inflation, continued costs. Let's build the thing as our professionals design it. Tax dollars are slipping away. Greg Barkus, 1144 Whitefish Stage Road, Kalispell, 755-8362.

Provide? EIS examples for noise DBD levels.

Kalispell bypass B comes into an intersection at U.S. 93 at Reserve Drive. Can't you make traffic flow here, grade separate or something? Northbound traffic must stop.

Also shift right-of-way south on Reserve Drive west of 93, to avoid noise impacts to homes on north side of Reserve Drive.

Where would bike paths be located? A lot of recreation that go to parks prefer separated path.

Concerning the Ashley Creek recreation trail, the alternatives advanced were a grade crossing 1, pedestrian

overpass or 3, pedestrian underpass. Each of these mitigation proposals leave the trail in a lesser condition than the trail's intact condition would be for the reasons listed below.

No alternative was mentioned which would leave the grade of the trail intact and adjust the grade of the highway to be an underpass or overpass.

The negative impacts of the alternatives advanced: underpass and overpass - not suitable for equestrian users and cross-country skiers. At grade crossing - has serious safety implications, even if the crossing is fully signalized.

The turn lane option is preferred with a separate bike lane. Martin and Sue Ann Gilman, 145 Highland Drive, Kalispell, 257-7684.

Looks like you did a good job documenting effects in the EIS.

I prefer the median approach because it will cluster development and lead to more rational land uses. No strip development. Also, it's safer and much more aesthetic. Steve Thompson, 45 Woodland Park Drive, number 9, Kalispell.

Other design elements are crucial to process of entire project. The long-term benefits far outweigh the short-term savings of excluding these elements. Most of

these additions would be appreciated far into future. The benefits to business through beautifying the communities. L. Iwersen, M.D., 444 Woodland.

Favor a median design five lane. Five-lane design would degrade the visual quality of this area.

Elaine Snyder, Kalispell. B good but...congestion at Reserve intersection and 93 will be a huge problem. Also impact residences. Other design elements all special design concepts good. Restrictive access the long-term conclusion.

1. Whitefish - like couplet offset. Do not want 7th Street bridge. Alternative A (median) with restricted access, and bike path on shoulder.

2. Kalispell to Whitefish - definitely with alternative with median and restricted access points/minimum stop lights. Do not want to see strip development encouraged. Should be a bike path.

3. Kalispell - like median bypass west of town with minimum turn outside/access points.

4. I live near Reserve Drive and 93. I am concerned that the bypass coming back into 93 there. This is a tight intersection anyway. Bypass would back up on 93 beside Country Estates, Mountain Villas Apartments entrances. I would recommend bypass coming in further north on 93.

5. Like all special design features.

6. Want restricted access for future development, character and safety features. Elaine Snyder, 5540 Country Way South, Kalispell, Montana 59901, 756-6240.

(Proceedings concluded at 9:05 p.m.)

REPORTER'S CERTIFICATE

I, Bambi A. Goodman, CSR, RPR and Notary Public for the State of Montana, do hereby certify:

That I did report the foregoing public hearing; that said public hearing was taken at the time and place stated on the caption hereto; that the statements and written comments were taken in shorthand by me and subsequently reduced to writing under my direction; that the foregoing is a true and correct transcript of the foregoing.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my seal of office this 4th day of April, 1994.

BAMBI A. GOODMAN, CSR, RPR and
Notary Public for the State of Montana
Residing at Whitefish, Montana
My Commission expires March 21, 1998

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Kalispell

March 22, 1994

Name (please print)	Mailing Address
B.J. Carlson	375 Grandview Dr. Kalispell
Elaine Snyder	540 Country Way So. KALS.
Joe Fisher	407 Ashley Ct., Kal.
Alvin Jacobson	696 Conrad Dr. Kalispell
Ted MATELICH	105 old Hwy 93 S. Somers.
Nick Haven	15 Depot Park, Kalispell
PATRICK THOMAS	175 LAKESHORE Dr. KALISPELL
Tom McDermott	One McDermott Ln. Kalispell
C. CHAMBERLAIN	4150 Hwy 93N KALISPELL
Anella Hemmaggi	P.O Box 126, Kal. 59903
J.T. Dedmeyer	1310 MT 208 Somers, MT 59932
Gary E Howard	4500 HWY. 93 So. W-FISH 59937
SHARON STEROS	" " "
Judy Chamberlain	4150 Hwy 93 N. Kalispell 59901

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Kalispell

March 22, 1994

Name (please print)	Mailing Address
Ed. Dransfeld	915 third Ave. W. Kalispell
Carol Dennis	5436 Clark Rd #27 Paradise, Ca. 95954
CAROLE BRUMMEE	149 AURORA DR. LAKESIDE, MT. 59922
Richard Kuhl	867 N. Main Kalispell, MT 59901
Lori Angus	P.O. Box 7011 Kalispell 59904
Harold & Cynthia Anderson	792 N Valley Dr Kalispell 59901
Steve Thompson	43 Woodland Pk. Dr. #9 Kalispell 59901
Ken Halloway	3235 Hwy 93-S0 Kalispell 59901
Barry Kennedy	1036 6th Ave W Kal. 59901
D. J. Iversen	444 WOODLAND Kalispell 59901
ROSS PLAMBECK	BOX 1997 KALISPELL 59903
Arlene Clarke	432 Kelley Rd Kalispell 59901
Dale Luhman	169 Trail Ridge Kalispell 59901
Charlene M. O'Neil	P.O. Box 7038 Kal. 59904

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Kalispell

March 22, 1994

Name (please print)	Mailing Address	
TOM JENTZ	FLATHEAD REGIONAL DEVEL. OFFICE,	KALISPELL, MT
LEE TEN EYCK	2794 HWY 93 N.	KAL.
Mary Jo Ten Eyck	2768 Hwy 93 N	Kal.
ROGER SOMERVILLE	P.O. BOX 1186, LAKESIDE, MT 59922-0186	
Patterson Investments	217 Manifold Lane Polson, MT 59860	
ANDY FEURY	STILL THE SAME	
ANNA JONES	1631 Howell St - Missoula, MT. 59802	
Tracy Crabtree	Sen May Bauers 220 1st Ave E	Kal
Nancy Kostram	3528 28th St. San Diego	CA 92104
Mary Ellen Nelson	549 Sylvan Dr.	Kal 59901
VIRGINIA SLOAN	445 6TH AVE	KAL 59901
GREG BARKUS	1144 WHITEFISH STAGE	KAL 59901
Cheryl Odegaard	BOX 1641	Kal
STEVE HOLBERT	FRDO 723 5th Ave E	Kal 59901
DANA R WASTJER	2009 HWY 2 E	KAL, 59901

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Kalispell

March 22, 1994

Name (please print)	Mailing Address	
Phillip L. Salberg	3560 Hwy 93 S.	Kalispell Mt.
Dale Haan	80 Buffalo Hill Dr.	" "
Tom [illegible]	150 Snow Line Ln	" "
Leonard Patterson	130 River Bluffs	Col. Falls, Mt.
Henry L Patterson	130 River Bluffs	Col falls, Mt
Harold Hacksmith	450 White Bird Lane	Kalispell Mt.
Bernie Alt	97 Northern Lights Blvd	Kalispell
Judy Cornell	3859 Hwy 93 N	[illegible]
Doug Rauth	Box 1997	Kalispell 59903
BILL HEBERT	315 8TH. ST. E.	Kalispell
Marty and Susan Gilman	P.O. Box 7274 145 Highland Dr.	Kalispell 59904
Katy Brauner	Carter Burgess	
Gary Kramer	731 11TH AVE WEST	Kalispell, Mt.
Joe Schletz	600 Hwy 6 Dr	Kal
Jim Lynch	2355 Hwy 93 N.	Kalispell, MT 59901
Bill [illegible] Sr.	75 Hewitt Hill	Kalispell

U.S. HIGHWAY 93

SOMERS TO WHITEFISH WEST

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Held Wednesday, March 23, 1994 - 6:00 P.M.
Somers School, Somers, Montana

ORIGINAL

Reported By: Bambi A. Goodman, CSR, RPR

inted on
cycled paper

I-N-D-E-X

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WEDNESDAY, MARCH 23, 1994 - 6:00 P.M.

Written comments:

Like the Ashley Creek Bridge for wildlife habitat enhancement.

Center turn lane can be used for large trucks to cross two lanes then wait in center lane to merge with traffic.

Favor Alternate B (bypass) with five lane for safety of turning trucks. Also same applies for U.S. 93.

Provide a direct connection to bypass at south end, instead of requiring a left turn from U.S. 93 to attract traffic to bypass.

Eaton residence near Cemetery Road. Remove septic system. No replacement area for the septic system. Removes seven large pine trees and a weeping willow tree.

Suggest move the alignment to the east. This will have impact on the businesses to the east that already are noted to be displaced. Moving the alignment east reduces impact to homes on west side.

Notes, relocation for material to Eaton will be difficult and expensive. It is a--he is a fireman and must reside within three miles of the city. In the last six years, homes have gone up in value and are scarce. Mr. and Mrs. Eaton also own Four Corners Collectibles located just west of their home. Thus, a relocation would involve

finding a home with an adjoining business location within three miles of the city. The house is a brick house. Note, the Eatons are being impacted far beyond apparent market value.

Right-of-way lines shown on aerials may show the right-of-way proposed by MDT, but never acquired.

Temporary signal at 18th and U.S. 93 going in this May, 1994.

Median shown south of Montana 82. How far will the median extend?

Like these design plans. I came to the last meeting and made suggestions and you obviously listened.

What will be noise levels at residences behind the ones with the yellow dots?

At Willow Glen and Lower Valley there is a problem with cars backing up to turn south on 93. They stack all traffic including northbound traffic.

Mergenthalers and John Deere; who decides who gets a median opening?

The five lane is the only thing that will service Mergenthalers and John Deere's needs.

U-turns to backtrack due to median difficult for trucks.

Commutes on Montana 82 northbound on 93. I am in favor of median.

Trucker. Likes four lane because at speeds of 50 to 60 miles an hour and with cars turning into suicide lane, there is potential for head-ons.

Four lane will be more aesthetically pleasing and will help control growth.

Four lane for truck turn-arounds provide an additional outside lane for acceleration.

At Montana 82 and 93 should be a single through lane north with the westbound to northbound 93 forming the new lane. See next card. Drawings attached.

Prefer median option because less asphalt. Eliminates dangerous center turn lane. Median is a safe zone for pedestrians crossing the road. Prefer bike path on shoulder. Concerned about truck turning radiuses at the intersections where medians are used. Suggest widening the standard to allow trucks room. South ends of Kalispell bypass, suggest not using a T intersection. Allow traffic to flow by reducing the angle of intersection. At south end of Kalispell bypass, suggest making this a pleasing gateway entrance to the community. At north end, follow power line corridor. Right-angle intersections should be changed to encourage the use of the bypass.

Favor five lane, Somers to Kalispell. Less expensive. Don't like median because trucks can't turn around. Favor separate bike path Somers to Kalispell, both

commuter and recreation.

Three thousand Highway 93 users from Somers to Kalispell signed a petition approving of the Montana Department of Transportation five-lane 93 design.

Let our Montana people design our highways without federal interference.

South of Kalispell need the current center turn lane to accommodate 90-foot tankers turning both in and out.

Need the five lane from Four Corners to mile post 106 the wetland to accommodate the industrial park. Maybe go all the way to Somers.

The center lane is easier for fire trucks and ambulances to get through traffic.

Put greenbelt from Four Corners to town.

Because crossing intersection goes through my propane tank; there is an existing road to the south that could be used.

Need to preserve existing access point on rural property just south of mile post 107 that will be covered by widened highway.

Kalispell through town, suggest abandon Main and make it a pedestrian mall. Then make 1st Street East and 1st Street West one-way couplets. This would discourage through traffic in town and encourage use of the bypass.

At south end of Kalispell bypass, why T intersection? Suggest reduce intersection angle to allow traffic to merge.

At north end of Kalispell bypass, suggest move intersection south to allow a southbound lane to merge into the bypass.

Prefer, from emergency vehicle standpoint, to have five lane. Emergency vehicles can move down middle lane.

Separate bike and pedestrian from highway. Large vans, chip trucks, et cetera, tend to suck back toward the truck.

Intersection at Twin Acres Drive. Road going west of 93 is private. Road west is unnamed and is not maintained by county.

Solberg Trucking. Grade at north entrance very steep. Concerned about how access affects 22 trucks in and out a day. Solberg Trucking. Full pumps are close to proposed edge of four lane.

A lot of logging trucks northbound on 93 go up northbound Willow Glen. Expect trouble with turn movements.

County shops are on Willow Glen and there are a lot of turning trucks there.

Too much truck traffic south of Kalispell for

four lane. Needs to be five lane.

Consider keeping Reserve Drive as a frontage road to the bypass. Concerned with access to multi-family residences and single-family residences northwest of U.S. 93-Reserve intersection.

Consider Four Mile Drive instead of Reserve Drive for the east-west portion of the bypass.

Concerned with Reserve-U.S. 93 intersection traffic. Operations heavy eastbound to northbound left turns.

At north end of Kalispell bypass, suggest come straight north at Three Mile Drive then cut west to 93 using Four Mile Drive.

West leg of Twin Acres is a private road. Montana Department of Transportation does not recognize as a route. Will probably be closed to extend the runway. At Willow Glen and U.S. 93, tough turn at intersection for logging trucks.

MS. BRAMER: I'd like your attention up here, if you could; maybe get a seat at one of these tables if there are some seats and we'll spend a little bit of time as a whole group and then we'll give you a chance to look over the maps some more.

I'd like to welcome you. I'm Kathy Bramer with Carter - Burgess, and there's some new faces here tonight.

Glad to see some folks maybe we haven't seen before. I'm glad people got here in time to take a look at some of these maps. I've already gotten a lot of comments from you and hope that we're not done. We'll get some more as the evening goes on. What I'd like to do is--I think most of you picked up an agenda when you walked in the door over there, and I just want to--if anybody didn't get one that wants one, could you maybe bring a couple over? What we're going to do is put some more chairs down. We're doing construction as we speak.

The purpose of the meeting tonight is to present some of the findings that we have from the Draft Environmental Impact Statement. And for those of you who haven't seen the document yet, it's about an inch and a half thick. And we've been collecting a lot of information since last fall, the last time we had hearings. And so we wanted to at least highlight for you some of the things that we've learned, some of the implications for the highway, so that you can consider that as your reflecting on what's going on here. And then in response to that, your feedback, your input, your thoughts, your preferences about what's going to happen. This is the last hearing that we're going to have in Somers, so we want to hear from you tonight as much as possible about your preferences and hopefully you can focus on what your specific interests are

and why you believe things ought to be done in a particular way. And I know many of you are already thinking along those lines because we've had some great comments already.

We'll have a few comments about the process and the schedule from here on out, and then we'll take some questions for clarification in this whole group before we then go back out to the stations around here and take comments from you on the cards. One of the reasons, I just want to tell you, that our public hearings are structured a little bit differently than some of the other hearings where you might have been, where you all sit in rows at the microphone and everybody lines up and gives their comments, is because we believe that we want to hear from each and every one of you. And one of the best ways for us to do that is for us to talk to you one-on-one and get things written down so that you have an opportunity in the time that we have here to make sure that we hear what you have to say.

Gina--she was right there.

MS. MCAFEE: I'm right here. I was going to see how worried she got.

MS. BRAMER: Really getting worried. Well--oh, lets see. Gina McAfee is the project director. She is going to talk a bit about the findings and the process.

MS. MCAFEE: I'm just going to talk relatively briefly about the major findings of the Draft EIS. When you came in the door, we did have this handout, which is a twenty-page version of the EIS, which is substantially shorter than the actual EIS itself, which a few copies are sitting on the tables here. And tonight I'm going to present an even more abbreviated summary of the major findings of the EIS.

A lot of you have been to a number of our meetings before, so some of this may be familiar to you. But I will repeat some of this because we are--this will be a part of a formal transcript. We have a transcriber here tonight who is actually, formally recording the presentation as well as any comments that you make.

The primary purpose and need for improvements to U.S. 93 is to reduce congestion on the existing facility; to plan for future growth and development in the area; to improve connections with other intermodal facilities in the area; to enhance safety; and to provide for enhanced scenic values.

We looked at a number of alternatives. Again, a lot of you were involved in the meetings last spring, last summer and in the fall when we were looking at a lot more alternatives than the ones you see on the walls here tonight and documented in this handout. Some of the

alternatives that we initially looked at included ones on completely different--they were all in the Flathead Valley but they were ones on completely different corridors than the ones that are documented on the walls tonight.

We did go through a process of looking at the benefits and disadvantages of those various alternatives and selected what are the reasonable and feasible alternatives. And these are the ones that we fully evaluated in the EIS, actually in chapter four of the EIS. Chapter two of the EIS does describe the various alternatives that we looked at and describes in detail the reasonable alternatives that were fully evaluated.

The alternatives that we looked at include, first of all, the No-build Alternative, which basically means making no improvements to U.S. 93, except those that are needed for maintenance reasons. In the rural corridor areas, the areas that are not within the general urban limits of either Kalispell or Whitefish, we looked at three basic alternatives and these are defined in the handout. One of them we called Alternative A (median). The A meaning that it was along the U.S. 93 corridor, the median part of it meaning that it did have--it was basically two lanes in each direction separated by a median. And we generally looked at a depressed grassy type of median in the rural areas and in the more urban areas we looked at

some sort of a raised median.

The second basic alternative that we looked at for U.S. 93, the rural area, was what we called the A (turn lane) Alternative. The A again meaning that it was basically along the U.S. 93 corridor turn lane, meant that we had again the two basic lanes in each direction and in the middle we had a fifth lane that was a center turning lane. So you had five lanes total for the A (turn lane) Alternative.

And then the third basic alternative that we looked at was called the A (combo) Alternative or combination alternative. And this alternative just took the features of the other two basic alternatives and varied them throughout the corridor depending on adjacent land uses and adjacent other constraints like wetlands or other things that we wanted to try to avoid.

So those were the three basic alternatives that we evaluated in the rural corridor areas.

In the Kalispell area, and we have the drawings for that area on the wall over here on the left, we looked in addition to improvements to U.S. 93 through town, we also looked at the--at an Alternative B, which was a western bypass to Kalispell, and that generally was located along the railroad corridor until you got a little bit further north and generally along Stillwater Road. It

obviously doesn't follow along either one of those corridors the whole way, but that's a general description of where that one is located. And similar to U.S. 93, we looked at two basic alternatives along that bypass corridor. One of them was the median alternative and the second one was the turn lane, and those had the same general characteristics as the A (median) and A (turn lane) Alternatives. This location, because it was along another corridor, we called it B (median) and B (turn lane). And we did assume that in the Kalispell area, the bypass alternative would be implemented along with--together with improvements to U.S. 93 through town. A third alternative that we also fully investigated in the Kalispell alternative was not building the bypass but making the same basic set of improvements to U.S. 93 through Kalispell. And generally you would tend to get just a lower level of service on U.S. 93 through town with that alternative. So that was the third build alternative that we investigated in the Kalispell area.

And in the Whitefish area, we don't have detailed drawings up on the wall for the Whitefish area tonight but those are in the handout, we looked at a total of six build alternatives. One of those included making improvements just to Second and Spokane through town in Whitefish. That was basically improving it to four eleven-foot lanes on

both Second and Spokane. It would include some improvements to the Second and Spokane intersection. The other five alternatives were different variations of splitting traffic between Baker and Spokane through Whitefish. And if you have any questions about those, you know, I can either answer them immediately after this formal presentation or, you know, find one of us and ask us more questions about those. We just did not include the detailed drawings of those tonight.

Now, I want to just briefly go through some of the major findings of the EIS. What we did, according to the--the National Environmental Policy Act requires that you look at a lot of different impacts to a lot of different areas; social impacts as well as environmental impacts. And so what I want to do is summarize the major findings when we looked into each of these areas. Can everyone hear right now? Okay. It's starting to get louder and louder, so I guess I'll just talk louder and louder until my voice gives out.

We looked at how these improvements improved, you know, one of the primary purposes and need for the project was to reduce congestion. So we drew up the alternatives, we ran them through a traffic model and we looked at, well did they reduce congestion. And we found that, yes, any of these build alternatives would--we looked--predicted

conditions out to the year 2015 and we looked at the difference between the no-build alternative and the build alternatives. And we did find that the build alternatives in all cases would improve traffic operations. There would be less congestion on U.S. 93 with these improvements than if you didn't make any improvements.

We looked at safety. You know, a lot of you told us in the scoping process that trying to decrease the accident rate was an important element of this project. Any of these build alternatives would decrease the accident rate over the no-build, over making no improvements. There were some differences between the Alternative A (turn lane) and A (median) when you compared them to each other in terms of where future accidents might occur. Remember, this is all an improvement over the no-build situation.

But we did find that the A (turn lane) Alternative, again, which is the one that has the fifth lane in the middle, you may have more accidents that are nonintersection related. So accidents that are not related, that do not occur at an intersection, more of those may occur with the A (turn lane) Alternative when compared to the A (median) Alternative. With A (median) Alternative we did find that there could be more accidents at unsignalized intersections. And that's, again, when compared to the A (turn lane) Alternative.

From a land use perspective, we found that the A (turn lane) Alternative would tend to encourage less dense, sort of uneven, extensions of either commercial strips in the areas south of Kalispell or south of Whitefish or residential in other areas. The A (median) would tend to encourage land use that is denser, more compact and concentrated at major intersections. And in the Kalispell area, the bypass, inclusion of the bypass would tend to accelerate development that would occur either along the bypass or in the general vicinity of the bypass.

We looked at future right-of-way and where that might be needed. As a lot of you are probably aware, the Montana Department of Transportation has already purchased quite a bit of right-of-way along this corridor and we tried to take full advantage of that wherever we could. Additional right-of-way would be needed for some of the frontage roads that we've shown, for it's the split alignment areas which we are primarily looking at right now in the Kalispell-to-Whitefish section. Additional right-of-way would be needed for some of these what we're calling special-design concepts that are colored up on the wall over here. And, likely, also in any locations where the alignment of the new road is moved off the centerline of the existing road, the A (median) Alternative, would require more right-of-way and would result in more

residential and business relocations.

I also wanted to point out that the--I don't know if anyone had a chance to look at the drawings in the EIS, but there is a discrepancy between the drawings that are in the EIS and those shown on the wall tonight. The future right-of-way that is shown on the wall tonight is the correct information. So I encourage you to look at that and, you know, see if you have any questions about that. That information will be corrected in the next major document in our process, which is called a Final EIS.

We looked at economic impact. We found that generally these build alternatives would improve overall economic conditions for businesses in the valley primarily because of a reduction in congestion. We looked at the impact to pedestrians and bicyclists. And I don't know if you noticed or not, we do have some recommendations right now that are included in our design special accommodations for locations that are known to be places where people want to cross U.S. 93. We have some recommendations for how to make that safer for those pedestrians to cross. We're also recommending as a part of the U.S. 93 project that either a separated bike path, one that isn't--this would likely be a ten-foot bike path that is separated from the highway or an inclusion of a bike lane on the shoulder of U.S. 93; that either one of those two be included as a part of this

project. This is one of the areas that we would like some feedback from you tonight, if you have a preference for either the separated bike path or the bike lane on the shoulder.

We looked at the impact these alternatives might have on air quality. What we found is that any of these--any of the build alternatives would likely decrease emissions of carbon monoxide because those emissions are directly related to congestion. And since these alternatives would likely reduce congestion, then they would also tend to reduce the carbon monoxide emissions. We also looked at emissions of fine particulate matter, which are of a concern in the general Kalispell urban area as well as in the Whitefish urban area. And what we found is that the alternatives that included the bypass would tend to decrease emissions, the fine particulate matter. That's because with the bypass alternatives, more of the travel would occur out of the main polluted area of Kalispell or the area in Kalispell that receives the most particulate emissions. In Whitefish, what we found is that the build alternatives would result--when compared to the no-build alternative, would result in slightly increased emissions of fine particulate matter except for the alternative called C (offset), which was one of the alternatives where traffic was split between Baker and

Spokane. And that particular alternative had slightly less--slightly fewer FPM, fine particulate matter, when compared to the no-build.

We looked at the noise impact. We took noise readings all along U.S. 93 and other locations in the Flathead Valley and we predicted what the future noise levels would be. What we found--and a lot of this information is again shown on the maps tonight--we found that there would be increased noise levels that would be heard at approximately ninety-five either homes or schools or other areas that are sensitive to noise, called sensitive receptors. And that that didn't vary substantially between any of the alternatives, except for the bypass alternative. And the bypass alternative impacted approximately twenty-six additional homes. They would receive increased noise.

We looked at impact to water resources. As you're aware, there are a lot of creek crossings along the corridor, a lot of wetland areas that are also protected by federal legislation. The Alternative A (median) would result in more river and flood plain encroachment and slightly more wetland impact. We also looked at the impact of the--again, of the Kalispell bypass alternative. And it did--I think we counted up nine separate wetland areas that that alternative would impact, totaling over four acres.

So there would be more wetland impact as a result of the Kalispell bypass alternative.

We are in the process of working with agencies to determine what the best mitigation is for, you know, some of those impacts like the wetland impacts, and they will be fully mitigated.

We looked along the area to see if there were any historic properties that could be impacted and there are two. The railroad between Kalispell and Somers is itself historic because it was important to the overall history of the area, the historic development of the area. And we will have an adverse impact on that railroad. As you're probably aware, a lot of the segment between Somers and Kalispell and also along the bypass is located right on that railroad corridor. So there would be an adverse effect to that historic railroad. Along the Kalispell bypass there is also a historic farmsted called the McDonald Place, and we would--we are at this point likely to encroach on a corner of that property. We are not anticipating actually needing to take any of the buildings that make up that historic farmstead but that also will be a likely adverse impact.

We looked at a number of the parks to determine what the impact might be to parks and found that the only direct adverse impact that we had was to a--the Ashley

Creek Recreation Trail, which is, again, along the Kalispell bypass alternative. The portion where we will be crossing it is not--it is owned by Flathead County Parks. It's actually still a railroad--still operating as a railroad but they have plans to convert that using some of the Rails to Trails conversion. They're getting some funds through the ISTEA legislation to do that. And we will be going across that planned future trail. We met with them this morning and I think we can work out some mitigation where we actually relocate the trail for a short distance along Ashley Creek. So we're working with them on mitigation.

I'm almost through, so don't give up. We looked at the visual impacts of these different alternatives and we did find that when viewed from the motorists--from a motorist's viewpoint, the A (turn lane) Alternative, it would definitely be perceived as a much wider expanse of pavement, that the A (median) Alternative would serve to interrupt that view with a grassy median. So that was perceived to be a positive visual impact of the A (median) Alternative. The special design features that we've included, and these are included with both of the two basic alternatives, would tend to enhance visual quality. We have included these in a number of locations along the corridor.

The other thing I wanted to mention in the Kalispell area is that we are assuming widening of the road south of the courthouse and we are--we're doing that--we're trying to do that in a manner so that we can protect as many of those mature trees through there as we can. But it is possible that we may lose some of those just through damage to the root system during construction. Again, we're going to try our best to not damage those but it is possible that we may. And that would be a visual impact in that area.

And then, finally, we looked at implementation. What it will take to really get from what we are doing now, which is an Environmental Impact Statement, to construction. We heard very clearly from everyone that you want to try to progress through this as quickly as you can and get to construction. So we did look at some of the possible schedules for doing that, and the different alternatives do take different amounts of time in the design process, which needs to occur, you know, after the EIS and the right-of-way acquisition, utility relocation and in the construction process. Some of this varies also depending on which of the access control alternatives that is chosen. And I did mention--did forget to mention that those are also alternatives that we are looking at and we want your feedback on those tonight, too, if you have a

preference.

The basic alternatives are summarized on the chart over in the corner. There is an alternative which is basically no-access control, one that is called restrictive-access control, which has the most restrictions on where there would be future breaks, future driveway accesses allowed to U.S. 93, and then the third one is called situational-access control, which is between--generally between no-access control and restrictive. Doesn't have quite as many constraints on it. And those different access-control alternatives do take different amounts of time in the right-of-way acquisition process. The restrictive one would tend to take more time in the right-of-way acquisition process.

We also did come up with preliminary construction costs for these alternatives and we did it by segment because that seemed to be the best way to really compare cost. And what we found for--and this is just for the rural segments, which includes Somers to Kalispell, the Kalispell to Whitefish section and then the section that is west of Whitefish includes all the way to the Spencer Lake turnoff, if you know where that is. What we found is that the A (median) Alternative would cost approximately seventy-three million dollars, the A (turn lane) concept would cost approximately sixty-four million dollars and the

A (combo) concept would cost approximately seventy-one million dollars.

That's really all of the technical presentation I had. I do want to talk a bit about the process from here. This is--we just finished the Draft EIS. What we're doing now is this is the second of three public hearings that we're having. We're also having a number of meetings with smaller groups in the valley. We're meeting with our--we have an advisory committee whose names are listed on the back here. We've already met with them since the Draft EIS has been released and we will do so again. We have meetings with agencies that we are conducting. We've received a lot of letters, a lot of phone calls. There does seem to be a lot of opinion about this project. So what we will be doing for the next several months is analyzing the input that we get, incorporating it where we can. You know, I know a lot of you tonight have come up with some ideas that we will definitely consider as we do any refinements to the design from here. The last time we got some good ideas about suggestions for different types of intersection improvements to include in certain locations, that kind of thing we'll be incorporating as much of that input as we can.

We'll be evaluating the issues that have come up and then we'll be working together with our advisory

committee to identify the preferred alternative. And it's that alternative that will then be fully assessed, fully analyzed in the final Environmental Impact Statement, which we're planning to have complete in September of this year. And once the final EIS is done, then, as I mentioned earlier, the next steps are beginning the design process and then proceeding with right-of-way acquisition, utility relocation and construction. And I did want to just mention that this is all dependent on the availability of funding. And that is--that is a big unknown factor right now, and that's the primary reason why these charts are drawn the way that they are, which is, you know, just a little star over here for construction. Because we really don't know what the availability of funding is and how much is likely to be available and when it will be available. And that really does drive the process from this point.

So the ways--Kathy mentioned the primary purpose for the meeting tonight is to get your feedback. The ways you can comment--we have a number of different ways. You can--this is Bambi over here and she--you can talk directly to her if you'd like. She will then include your comments as a formal part of the transcript. You may write your comments on one of these comment sheets and put them in the box. Dick's holding those up. You may talk to one of us and we'll write down what you say on one of these cards,

hang it up on the wall and then Bambi will also include that as a part of the transcript. You can write on one of these cards yourself and give it directly to Bambi, if you'd like. So there are a number of different ways to give us your input. I also wanted to mention that there are several members of our advisory committee here and feel free to give your comments directly to them, also. They should have name tags on. I see that Tracy does, Jim does also, yeah.

MS. BRAMER: People on the advisory committee, maybe you could just raise your hands.

MS. MCAFEE: Some of them are trying to hide over there.

The other thing I wanted to mention is the formal comment period for this Draft EIS is May 2nd. So you still have over a month after this to give us your comments. So if you think of something after tonight, feel free to write us a letter. The address is listed on the back of this handout or you can call one of the advisory committee members or you can call our telephone number in Whitefish and leave a message. So, you know, again, we encourage your comments. We encourage your ideas. And just to mention, just to go over briefly, again, the type of input that we're looking for, we're looking for any ideas that you have on, you know, which of the highway alternatives

that you prefer. If you prefer one of the accesses or have any ideas on the access-control alternatives, the bike lane versus separated bike path is something that we would specifically like to get feedback on. Any of the special design concepts, recommendations for pedestrian crossings. You know, we've included, for instance, along with the A (median) Alternative, we've included a few locations for places for trucks to do a U-turn. If you like those ideas, if you think there should be more, we're looking for all of that kind of feedback. So we've already gotten quite a bit and we encourage you to give us more. Thank you very much.

MS. BRAMER: What I'd like to do is just--I mentioned before that the reason we're not going to spend a lot of time taking comments here is because we won't get comments from everyone if we do it in a large group. But I would ask if there are any questions of clarification. Any of the questions that Gina talked about, any of the technical information, things that you didn't understand or wanted to know more about it.

FROM THE FLOOR: I guess I have one concern. She said that the bypass was going to be included in the construction of 93 north and south of Kalispell, that were going to be included?

MS. MCAFEE: The bypass is one of the alternatives in the Kalispell area. We're looking at

three; a No-build Alternative, we're looking at two alternatives that include a bypass and we're looking at a third build alternative that does not include a bypass. So that's not a given. It's one of the alternatives that we're considering.

MS. BRAMER: Other clarification questions?

FROM THE FLOOR: Gina, one of the things that you indicated that gave you direction as to an idea was the adjacent land, whether it's wetlands or land use. How can you predict what the land use will be in, say, twenty years from now? It changes within a year whether it's developed or rural, agriculture or what.

MS. MCAFEE: I think what I was referring to--what I said is that we were trying to figure out whether or not what to include in the A (combo) Alternative that I--that's what I meant when I used that reference. What we were looking for was existing constraints. If there was an existing wetland or an existing land use that we wanted to avoid for some reason, you know, it could have been to avoid property or something like that. We were not trying to avoid future land use.

We do, however, in doing an Environmental Impact Statement, we do try to predict what the future land use will be. We need to do that to try to understand what the

traffic will be twenty years from now. So we did--we through the process we formed what we call land use subcommittees that helped us come up with what, you know, possible land use would be twenty years from now. We did use those in the predictions of traffic, noise, air quality, some of those things.

MS. BRAMER: Any other questions? Okay. For those of you who have been giving me comments too, you'll know what I'm about to say. When you give comments to us, I've been asking you why. The more detail that you can give us about why you feel a particular way, the more easily we can incorporate that into the thinking and the planning that goes on. I want a five lane, I want a four lane, I don't want this intersection, I do want that intersection, isn't as helpful to us, although we will take those comments certainly, but it isn't as helpful to us as to say I know what the traffic pattern is here and My driveway deals with it this way and If you improve the intersection over this way it might help. The more specific you can be, the better. So don't get threatened if I ask you why. I just want more information so I know what you're thinking. Okay? If there aren't any further questions--now the Carter and Burgess staff have held up their hands. They are all people armed with paper and pencil, as well as the advisory committee members, as well

as the transcriber who want to know what you think. And thank you all for coming.

(Oral presentation concluded at 7:45 p.m.)

Written comments:

Most of the Airport Road traffic into Ball's Crossing turns south on 93. Could improve the west side of intersection and leave most of east side alone. At north end of Kalispell bypass, suggest extending two-lane highway at two miles north up Stillwater Road to then head east to connect up to U.S. 93. Keep intersection at Reserve Drive and 93 to make a connection to LaSalle at U.S. Number 2. At south end, remove right-angle intersection and extend road south along railroad grade past elevators to connect up to U.S. 93.

Favor of median all the way, in part, due to minimal additional right-of-way needed. It will be much more pleasant to travel and safer.

One point thirty hectares less pavement for median design.

Time factor is lesd critical than getting design right. Traffic is not presently that bad, compared to other urban areas, that we can't wait for the best design.

A turn lane deteriorates over time. Under economic criteria, should also apply under safety for this alternative.

Consider providing a tractor underpass for Altenburg farm.

Prefer median because of safety; also separate bike path from roadway for safety.

In the EIS Draft re: right-of-way, please include what's already acquired as well as what's still needed.

Provide an underpass for Altenburg farm. Need two underpasses; one underpass just north of farm, one south of wetland number 3.

Favor doing away with existing billboards.

Highway 2 think had median originally. It was torn out and a paved lane was put. Why not do a five lane in the first place?

Visitors center at Four Corners unnecessary and extra cost.

Eliminate intersection just north of livestock. A (median) Alternative unnecessary and costly.

Ramada Inn owner concerned about possible loss of an access with any design.

Support scenic overlook near 82/Somers. One of best views in valley.

Prefer five-lane design since it could be built faster.

Favor median alternative. Favor more restrictive access control because opposed to strip development. Try

to maintain separate communities - maintain character identity - don't want to look like Orange County. Highway must fit with Master Plan currently being developed.

Need farm access at mile post 105.6. Single owner both sides 104.3 to 105.8. Plan so farmer has access and doesn't have to drive equipment along highway.

Montana 82 and 93 should not be four lanes through south of intersection. Like five lane. Best piece of road between airport and Blue Moon en route to Hungry Horse.

There is more maintenance with the median.

Would not like to see Kalispell bypass included because they may have problems getting right-of-way.

Like separated bike path to keep the bikes separated.

If main line of traffic going up Kalispell bypass, why not make it a straight shot?

Major amount of traffic will use bypass since they will have a shorter route to north.

Fifty-five acres seems too much for turn lane alternative. Ten million dollars seems too low a cost.

Funding is a major concern - available historic funds per year - schedule is deceiving - schedule looks like all construction can happen within one to two years.

I favor Alternative A (median). Change

intersection 93 and 82 to three lanes north; one light, one straight ahead, one right, then merge 82 into 93 north with 82 traffic having own lane, not merger lane.

2. Left turn on median should incorporate an extra lane on other side going other direction for U-turn and merger lane.

3. The naming Alternative A and Alternative B is misleading. Both are possible and both should be fully implemented.

4. Alternative B (bypass) should continue to intersect 93 at elevator at Ball's Crossing, i.e., Long Machinery. This could be accomplished by allowing farm equipment from farm to pass under bypass and thus keep bypass at grade.

5. Bypass return to highway at Reserve is good but would it make sense to continue a smaller alternative route north, i.e., two-lane, that would join 93 at one to two miles north of Reserve.

6. No suicide lane. A turn lane means people from opposite direction deciding at same time to turn... This greatly increases potential for a major head-on accident. Even in town, this is currently risky at 35 miles an hour... At a 55 miles per hour zone, the reaction time to head-on and rear-end avoidance would be diminished significantly.

7. Fine particulate impact: as a past member, first three years, of Kalispell/Flathead Air Advisory Committee, anything you do to take traffic out of downtown Kalispell and Whitefish is great... i.e., create bypass.

8. From a strictly aesthetic point of view, I favor median... Having lived in valley since 1980, I have observed firsthand the changes that growth have wrought. We must plan for long-term, not shortsight this important decision... For all intents, U.S. 93 is an interstate and international highway. The revamp should do all possible to keep our area safe and uncongested as possible. Median would do both and be more green to eye. Bill Myers, Jr., Eastshore Route, Bigfork, Montana 59911. 837-5617.

Prefer separated bike path. Closer to highway means more noise and more potential for accidents. Prefer median for safety.

Like scenic overlook at Somers. Traffic signal may be needed at Lower Valley Road.

Definitely need a signal at Cemetery Road - it serves a lot of agricultural truck traffic.

Bypass is very important and needed. There is so much traffic that goes through town that doesn't need to.

Do we believe that the EIS will support necessity argument if property acquisitions are contested in court?

Alternative A (median) will serve the valley

better over the long term and would be better for visual and aesthetic reasons, also for more compact land use.

Need some limited access to keep traffic moving; use signals; especially good for truck traffic that needs extra time. Median is a weed trap and trashy; harder to maintain. Want light signal at Four Corners for safety.

Four Corners, Levengood's, Ball's Crossing intersection ingress and egress is an issue. Will have to turn left across two lanes. Need signal or overpass.

Need a truck bypass through Kalispell; on west side of town and on east side, Willow Glen. With a signal at Montana 82 and U.S. 93, southbound trucks will need a climbing lane to the south. What's hazardous material at site 48? Was never a gas station there.

(Proceedings concluded at 8:30 p.m.)

REPORTER'S CERTIFICATE

I, Bambi A. Goodman, CSR, RPR and Notary Public for the State of Montana, do hereby certify:

That I did report the foregoing public hearing; that said public hearing was taken at the time and place stated on the caption hereto; that the statements and written comments were taken in shorthand by me and subsequently reduced to writing under my direction; that the foregoing is a true and correct transcript of the foregoing.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my seal of office this 4th day of April, 1994.

BAMBI A. GOODMAN, CSR, RPR and
Notary Public for the State of Montana
Residing at Whitefish, Montana
My Commission expires March 21, 1998

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Somers

March 23, 1994

Name (please print)	Mailing Address	
[illegible]	210 MT Hiway 82	Kalispell
Lulie Cooper	215 MT Hwy 82	Kal
Sally Cooper	215 Hwy 82	Kal.
Jim Heim	86 Plaza Dr.	Lakeside
[illegible] Halloway	3235 Hwy 93-50	Kal
Tracy Crabtree	220 1st Ave East	Kal
DAN BANGEMAN	543 N JUNIPER BAY	SOMERS MT 59932
Richard Altenburg	650 Forest Hill Rd.	Kal
John Agnew	180 McDowell Dr	Big Fork
Mary D. Gror	PO Box 262	Somers MT. 59932
James Torgerson	120 Christopher Crt	Kalispell
J.T. Dedman Jr	1310 MT 208	Somers MT 59932
Phil Lauman	Same as always	Somers
Sharon & Wayne Finney	5557 Hwy 93 So	Somers
Chris Mertz	345 Sun Hill Drive	Bigfork

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Somers

March 23, 1994

Name (please print)	Mailing Address	
Terry & Pam Eaton	105 Wolf Ln.	Kalispell MT
Carl C.H. Davis	305 Forest Hills Vly	Kalispell, MT.
Orville L. Stoberg	3560 HWY 93 So.	Kalispell MT
Dave Waatti	P.O. Box 1	Kalispell, Mt
Ron Karka	P.O. Box 1	KALISPELL MT.
Ted + Sherrie Higgins	143 Old Hwy 93	Somers, MT
Gerry Burden	2727 Whitefish Stage Rd	Kalispell
Bill Myers	East Shore Rt	Big Fork 59911
Jon Little		
Mark Honeywell	2514 Lookout Cir.	Helena, MT. 59601
James A Seck	17 Trails End Dr	Kal MT 59901
Robert W. Riley	Box 218	Lakeside, MT. 59922
D. MILLER	558 S. Stage	Kalispell
Charles Stoos	Box 99 — Somers,	Somers, MT.
Ronald Hartsock	22 Silver leaf Dr.	Kal. MT. 59901

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Somers

March 23, 1994

Name (please print)	Mailing Address	
DARRIS FLANAGAN	480 Willey Dike	Kalispell
Robert Walker	Box 88	Somers

U.S. HIGHWAY 93

SOMERS TO WHITEFISH WEST

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Held Thursday, March 24, 1994 - 6:00 p.m.
Mountain Mall, Whitefish, Montana

ORIGINAL

Reported by Nancy Skurvid, Registered Professional Reporter, and Notary Public for the State of Montana

THURSDAY, MARCH 24, 1994

Prefers five-lane between Montana 40 and Baker to allow business access. If a median alternative is chosen, then provide adequate stacking distance for turn lanes. Prefers median between Montana 40 and Baker. Too many safety hazards now with five-lane. If median, then landscape median. Would suggest a truck bypass.

Prefer separate bike/pedestrian lane from road because cars creep up on bike lane and vice versa. Look at Lakeside to Somers painted walk. It does not work.

Since I am unable to attend the March 24th meeting, please record my following comment and opinion on Highway 93 reconstruction. I strongly support the five-lane center-turn design with absolutely no medians. A highway should be a system to get people where they want to go efficiently with unrestricted access. I own the businesses on Highway 93 -- Whitefish RV Park, Holiday Plaza and Happy Valley Storage -- so I hope my comment will be seriously considered. Also, I feel that Highway 40 junction to Whitefish should be left three lanes to be more aesthetically pleasing, and more signals added at intersections. Thank you.

Northwest corner Baker and Seventh corner house very close to road. Garage in basement. Difficult to get out onto Baker and Seventh.

Concern about the Seventh Street bridge and the impacts on Whitefish River and pond in that area.

Concern about off-set two-lane one-way and one-lane other on Baker or Spokane.

Should have ways for citizens to keep up the landscaping in medians in city.

Suggest: Build it. Prefer five-lane. Road should be used. Landscaped medians are expensive to maintain.

Suggest: Lighting back to Montana 40.

Note: A decision was made two years ago. The access and safety will both be improved with five-lane.

Suggest: This should have been built two years ago.

Suggest: Five-lane because it is more functional and less expensive.

Suggest: A separated bike path.

Prefer median. This would be safer. Can get out of traffic stream to turn. Separate bike lane would be great. But do put one in.

Pedestrians now have difficulty crossing 93. A median alternative will provide a safety zone for pedestrians. Median will also look better.

Prefer five-lane. Median will not be safer. Snow will be piled in median. Has a business on 93

and invested $300,000 based on past five-lane decision. A median will put this man out of business.

Antelope Trail, I hope it does not disrupt the existing homes.

Combo Alternative north of Montana 40 is good but needs some medians to control drives and make Whitefish "entry" statement.

Make use of grade at Grandview and Reserve intersections and let left turns cross under U.S. 93.

Connection from Baker to U.S. 93 north of Town Pump would be a good idea. Graphics should show future city extension of Baker south of Safeway.

Whitefish River elevation through town caused by 93 culverts too high. Resulting river elevation is good; creates wetland area and ponded area by park.

Frontage road north of Montana 40 or Baker extension is very needed. No way to currently get on to U.S. 93.

Prefer to keep two-way traffic on Spokane and Baker to minimize impact to neighborhood.

Prefer no new bridge because construction will have water quality impacts to Whitefish River.

Would not like a bridge aligned with Seventh because it is a bad road now.

Oil is laying in Whitefish River bottom from dumping by railroad.

Prefer the median concept because of aesthetics, safety, land use.

Believes highway separation will impact too many existing homes.

Concerned about increases in traffic volumes on Baker, effect to residential uses.

Recommend considering benches or other seating areas along with Seventh Street bridge.

What is our selection on Seventh Street bridge? Will it allow for pedestrians and bikes? It should.

Karrow-93 intersection should be smooth, lesser grade, to avoid accidents involving turning vehicles.

A temporary stoplight at Baker and Spokane would be a good way to enhance safety until construction.

KATHY BRAMER: If you'll come on over, we'll get started with the presentation. These are some glasses that were found. Has anybody lost a pair of glasses? Glasses?

I'd like to welcome you -- my name is Kathy Bramer, I'm with Carter & Burgess -- to the third or fourth

-- the last public hearing that we're going to have on Highway 93 in Whitefish. I want to urge any of you who want to come forward, up to this area, to come on up and sit down.

I want to start by introducing just a few folks. We have a project advisory committee that's been working with the Carter & Burgess team on deliberating and studying the information that has been collected in the EIS. And there's a number of those people here, if you could just stand up and raise your hand. The advisory committee members, back there and here, and there. Four or five here tonight. And I'd like to thank them right now for all the hard work that they've put into this project in addition to being here.

We also have members of the Carter & Burgess team who are here, staff, and many of them have been walking around holding 5x8-size index cards writing down your comments. The staff, all around here, a group of them. Great.

Please don't hesitate to report to any of those people. The advisory committee members, as well as the staff, are prepared to take your comments tonight.

What I'd like to do now is just walk very briefly through the agenda. I think, as you walked through the door, you got a copy of an agenda that looks something like

this. If anybody didn't get one, raise your hand if you want one. Can we bring a few over?

Many of you have already been here for the last 45 minutes or an hour looking at the maps and the graphics, which have more detail on them this time than the last time we were here, and giving us some of your comments.

We would like to spend the next half hour, approximately, talking to you about some of the draft findings -- or some of the findings for the Draft EIS to let you know some of the things that we've been learning over the last four months, or so, in particular. And then to take some time after that to maybe ask a few questions for clarification, if you have them, about the draft.

And, by the way, the draft is -- for those of you who haven't seen them, it looks a lot like this. That's what we're going to be -- Gina is going to be talking about in very summary form tonight.

Then we'll, after about a half an hour, go back out again and just let you wander around here and corner us and get your comments.

One of the reasons these hearings are set up this way is so that we get a chance to talk to all of you and make sure we get you included in the record and into deliberations of EIS. So we look forward to hearing your comments tonight. Gina.

GINA McAFEE: Thank you, Kathy. I'm Gina McAfee. I'm the project manager for the project. I'm with Carter & Burgess. And I recognize a lot of you. We've been -- as Kathy mentioned, this is our fourth round of public hearings, and I do see a lot of familiar faces.

I did want to spend a few minutes summarizing the major findings of the Draft Environmental Impact Statement. These findings are summarized on graphics that you see on the walls, they're summarized in this handout which I hope most of you got a copy of when you came in. There are also a lot more copies over there, so feel free to take one if you didn't get one, and take one to your neighbors if you'd like to spread the information around. And we also have copies of the Draft EIS itself here tonight for you to look at.

The primary purpose and need for improvements to U.S. 93 is summarized in the EIS and in the handout. It is to reduce congestion on U.S. 93, provide for future growth and development, to provide for improved connections to intermodal facilities, to improve safety and to provide for enhanced scenic values.

The alternatives for U.S. 93 that we looked at in the EIS are summarized in Chapter 2 of that document. They include an initial consideration of a number of different alternatives. And a lot of you may remember the -- some of

the meetings that we had earlier in the summer where we were looking at a lot of bypasses of Whitefish. We also looked at several different bypasses of Kalispell, as well as other corridor locations for -- you know, rather than just improving U.S. 93.

What we did then, was go through a process of screening down those alternatives to the reasonable alternatives. And these are fully assessed in Chapter 4 of the Draft EIS.

Just briefly to describe the alternatives that are the reasonable alternatives: First of all, we fully assessed what we call the No-Build Alternative. This is assuming there are no improvements made to U.S. 93. And what we did, was look out to the year -- approximately 20 years from now, to the year 2015, to look at what the impacts might be if there were no improvements made to U.S. 93.

In the rural corridor areas, Somers to Kalispell -- Somers to Kalispell Section, Kalispell to Whitefish, and generally West of Whitefish, we looked at different alternatives for improving U.S. 93, different Build Alternatives.

One of these we called the A(turn-lane) Alternative. We used the "A" connotation to mean all improvements that were generally along the U.S. 93

corridor. The "turn-lane" description referred to -- we were assuming four lanes with a fifth lane in the middle which was to be used for turning traffic. So that was the A(turn-lane) Alternative.

The A(median) Alternative was also four lanes. And then it assumed some sort of a median. Generally, we looked at a depressed, grassy median in the rural sections of the corridor. And in the more urban sections of the corridor, we would generally look at some sort of a raised median.

And then we also looked at what we called an A(combo) Alternative, short for a combination. And this basically took features in both the A(turn-lane) Alternative and the A(median) Alternative and varied those throughout the corridor, depending on things like adjacent land use and whether or not there were any other constraints, like wetland areas, that we were trying to avoid.

So that's a general description of the three basic Build Alternatives that we analyzed in the rural corridor areas.

In Kalispell, which is the graphics shown on the wall to my left, we looked at -- also at three Build Alternatives. Two of these assumed that a new road would be built, a western bypass of Kalispell generally located

along the railroad corridor, and then also generally along Stillwater Road once you got a little bit further north.

We looked at two basic variations of that alternative, again similar to the ones that we looked at along U.S. 93. We called that Alternative B, which meant that it was along that particular corridor.

And then we looked at a median -- B(median) Alternative and then a B(turn-lane) Alternative. And those had similar design characteristics to the Median and Turn-Lane Alternative for U.S. 93.

There was a third -- let me explain that both of those bypass alternatives also assumed the improvements would be made to U.S. 93 through Kalispell. And those are described on that graphic on the bottom.

The third Build Alternative that we evaluated in Kalispell assumed that you would only improve U.S. 93 through Kalispell, you would not implement the bypass.

So those were the three basic alternatives that we looked at and fully evaluated in Kalispell.

In the Whitefish area, we looked at six Build Alternatives, and those are those little maps over on the wall behind you. I'm not going to describe them in detail. I do encourage you to look at those after the presentation. And they're also summarized in your handout on pages 10 and 11.

But generally, we looked at one alternative that we called A(four-lane), "A" again meaning that it was along the basic U.S. 93 alignment.

What that meant is that we made improvements to only Second and Spokane through Whitefish. It did assume improvements to both of those streets to handle four lanes of traffic, which would be narrow lanes, 11-foot lanes, but you could fit four lanes of traffic on both of those streets. And that we called the A(four-lane) Alternative.

The other five alternatives were different variations of splitting traffic between Baker and Spokane. Sometimes in a one-way configuration, and sometimes it was not a one-way configuration.

And those were all -- they were all called C, which, we want you to know, is splitting the traffic between Baker and Spokane. And the ones that were one-way -- the one-way couplets all had a couplet descriptor used for them. We had C(couplet-1), C(couplet-2), C(couplet-3) and C(couplet-4).

So those were the six basic Build Alternatives that we looked at here in the Whitefish area.

We did also look at an A(median) and A(turn-lane) Alternative for a short section West of Whitefish, basically between Karrow Avenue and just past the Lion Mountain Road turnoff.

And in these two sections, we were looking at a total of two through-lanes with the Turn-Lane Alternative having a third lane in the middle which would be used for turning traffic, and the Median Alternative having a median in the middle of the two through-lanes.

And then I also wanted to just make certain that everyone understood that we are recommending improvements that extend all the way past the Spencer Lake turnoff to approximately mile post 133. And that is also shown on that graphic in the back.

Generally, once you get past the main part of Whitefish, we don't -- our future traffic projections do not show the need for anything more than two through-lanes after the year 2015. So it's minor widening and improvements to the road that would be occurring West of Whitefish.

So that's a brief description of the alternatives that are fully evaluated in EIS. And I want to spend a few minutes just describing some of the main findings that are summarized in Chapter 4 of the EIS. And these are also summarized, if you look on pages -- starting on page 14 of your handout and then going through to basically the rest of the handout. It summarized some of the findings of the evaluation.

I'm not going to go through it by section. This

is organized by segment of the project. But, you know, you can pick up some of the major differences by looking at the handout.

We looked at what the change will be in future traffic operations. That was -- one of the major criteria was whether or not these Build Alternatives would reduce congestion, and we did find that all of the Build Alternatives would result in reducing congestion in the year 2015. So traffic would definitely flow better with the Build Alternatives than with the No-Build Alternative.

All of them improved safety. The accident record would be projected to decrease with all of these alternatives when compared to the No-Build Alternative.

There were some differences when you compared the A(turn-lane) Alternative to the A(median) Alternative in terms of where future accidents could occur. The A(turn-lane) Alternative could result in more accidents that are non-intersection related. So accidents that occur in locations other than at intersections. The A(median) Alternative could result in more accidents that would occur at unsignalized intersections.

We looked at land use. You know, how these alternatives might influence future land use patterns. The A(turn-lane) Alternative would tend to encourage less dense, uneven extensions of commercial strips in the areas

generally south of Whitefish and south of Kalispell and residential land uses in other areas. The A(median) Alternative would tend to encourage denser, more compact development typically concentrated at major intersections.

In Kalispell, the implementation of the bypass could encourage accelerated development in the parcels adjacent to or close to the bypass.

We looked at the need for driveway for these different alternatives. You may know that the Montana Department of Transportation has already purchased a lot of the right-of-way along this entire 30-mile corridor.

There would be additional need for right-of-way for frontage roads. We have shown frontage roads with some of these alternatives.

For areas of split alignment for the A(median) Alternative, we have shown -- we have recommended some locations where the two different lanes would be split apart to allow sort of a wider median area in the middle. Additional right-of-way would be needed for that.

Additional right-of-way would be needed for all of these, what we call, "special design concepts." These are these maps that are colored on the walls. And we're recommending gateway treatment for the cities, special treatments along some of the bridges, additional right-of-way would be needed for some of those special

design concepts.

And then we've also recommended, in some locations, that the center line of the new road would be moved off, moved away from the center line of the existing road. And there would likely be a right-of-way required in those locations as well.

The A(median) Alternative would result in more right-of-way and more residential and business relocations when compared to the A(turn-lane) Alternative.

I did also want to mention that there are discrepancies between the right-of-way lines that are shown on the aerial photos in Appendix A of the EIS and those shown on the plans tonight. The one shown on the plans tonight is the correct information. So if you had any questions about that, I encourage you to look at the plans tonight. And that correct information will be shown in our -- the next major document, which is a final EIS. So that will have correct future right-of-way lines on it.

We looked at economic impacts of the alternatives. And over the long term, these Build Alternatives would result in generally improved economic conditions in the area.

We looked at how the alternatives would affect pedestrian and bicycle accessibility. This came across during the scoping process of being a concern to a lot of

you. And in Whitefish, where we can, we have tried to include bicycle lanes along with the improvements.

Our design for U.S. 93, in general, includes either a bicycle lane on the shoulder or a separated bike path. We have not tried to decide, you know, where we should put which one at this point in time. In fact, that's some of the feedback that we would like to get from you tonight, if you would prefer a bike lane that would be on the shoulder or a separated bike lane. So if you have a preference about that, please let us know.

But, generally, we found that the improvement that we have recommended for pedestrians and bicyclists would improve overall conditions for those particular modes of travel.

We looked at air quality. Air quality is a concern in Kalispell and in Whitefish. The areas are both designated as non-containment for PM10, which is fine particulate matter. That means that violations of the PM10 standard do occur in both Kalispell and Whitefish. So we did look at how our alternatives would likely affect PM10 emissions.

In Kalispell, we found that construction of the bypass, implementation of the bypass, would result in generally decreased PM10 emissions when compared to the No-Build Alternative. This is primarily because more of

the travel would be taken out of the non-containment area bather, which is the main part of Kalispell.

In Whitefish, we found that, except for one alternative, the Build Alternatives that we have examined would slightly increase PM10 emissions in the non-containment area boundary when compared to the No-Build. The exception to this is what we call the C(off-set) Alternative, and that one would result in slightly fewer PM10 emissions.

So we're working with the Montana Air Quality Bureau right now to determine what mitigation we would include as a part of these alternatives to account for that increase in PM10 emissions that right now we are projecting to occur.

We looked at noise -- and I notice that some of you have already asked questions about the little yellow dots on the aerial photos. Those little yellow dots show houses that would be projected to hear noise levels during the peak traffic time, which would be a summertime, a late afternoon time when it would most -- the most traffic would be on the road.

And during those times, the little yellow dots signify a decibel reading of 66 or higher. And that's right at the threshold of acceptable noise levels for residents.

I do want to say that, in a lot of cases -- we took existing noise measurements. And in a lot of cases -- and this was true in Whitefish, as well as other parts of the corridor -- residents currently receive noise levels that are that loud. So the actual increase in noise is probably in the neighborhood of two to three decibels, which is an amount that's barely perceptible.

But that's what the little yellow dots mean. And we counted out approximately 95 homes, schools or other land uses that would be considered sensitive to noise that might receive levels that are 66 or higher. Along the bypass, there were approximately 26 additional homes that would receive noise levels that are that loud.

We looked at the difference in impact to water resources; rivers and floodplains and wetland areas. The Alternative A(median) would result in more river and floodplain encroachment, and slightly more wetland impact. Along the bypass, there was substantially more impact to rivers, floodplains and wetland resources.

Want to let you know I'm almost through here, so don't get worried.

We looked at historic properties, and we found that there were two that could be adversely impacted. They're at the railroad between Somers and Kalispell, and then along the west side of Kalispell is, itself, a

historic property.

Now, the railroads often are very important in contributing to the overall historic development of the community. And so that railroad itself is a historic property, and that will be adversely affected by implementation of any of these alternatives.

There is also a historic farmstead that is located along the Kalispell bypass that would be affected by those alternatives. At this point in time, I don't think we're going to need to displace any of the buildings. There are five buildings on this historic farmstead. It would take a corner of the property.

We looked at impact to parks and found that there would be a direct impact -- we would be taking park property -- to only one park. Or it was actually a trail, the Ashley Creek Recreation Trail, which is also west of Kalispell. And we're currently working with the Flathead County Parks Board to come up with mitigation for that particular impact.

We looked at the visual impacts of these alternatives. And, generally, what we found is that, when viewed from the motorist's -- you know, a motorist driving along the road, the A(turn-lane) Alternative would be perceived as a very wide expanse of pavement. You can probably visualize what it would look like. You know,

similar to maybe U.S. 2 in the section where it is five-lane. But when you're driving along, you are definitely aware of the pavement; you know, a wide area of pavement in front.

The A(median) Alternative with, you know, a grassy median would serve to break up that sort of large expanse of pavement, and that would seem as a positive visual characteristic of that particular alternative.

We also found that any of these special design features would tend to improve the visual quality for the motorist driving along the road.

I also wanted to mention that, from a visual impact standpoint, the minor widening that we are proposing in Kalispell south of the courthouse, we are going to do that in a way that -- where we will try to save as many of those mature trees as we can, but it is possible that some of those may be damaged during the construction process. And that would be a visual impact.

Finally, we looked at implementation. We looked at how costly these alternatives would be, we looked at how much time it would take. In September we're anticipating finishing the EIS process, but there are a lot of activities that need to occur once the EIS is finished before you can move into construction.

And we've drawn up some possible schedules

showing, you know, that there does need to be a design process that would occur after the EIS is finished, and there would need to be a right-of-way acquisition process for some of the additional right-of-way that I talked about earlier, a utility relocation process, and then construction would follow that. And some of these alternatives vary in how long they would take to get through that process.

Another variable in that is the -- what access control alternative is chosen. And we did look at three different access control alternatives. Those are summarized on the charts in the back. This is another area where I encourage your feedback tonight.

We looked generally at something that was no access control, one that was a restrictive access control policy, and that basically placed most restrictions on allowing for future breaks in driveway access to U.S. 93. And then there was a third access to our alternative called "situational." And this is generally halfway between access control and restrictive access control. And these also take more or less time in the right-of-way acquisition process, as we indicated on those charts in the back.

We did come up with preliminary cost estimates for the alternatives. And these are based on a very conceptual level of design basically, you know, drawn on

these aerial photos. They will be refined as a more detailed level of design is done.

And, basically, in the -- primarily in the rural corridor areas from Somers to Kalispell, Kalispell to Whitefish, and including the West of Whitefish Section, not including any of the Whitefish Area Alternatives or the Kalispell Bypass Alternative, what we found is that the A(median) Alternative would cost approximately $73 million, the A(turn-lane) Alternative would cost approximately $64 million, and the A(combo) Alternative would cost approximately $71 million.

I also want to just mention briefly, we did come up with separate costs for the six Build Alternatives in Whitefish. And those costs are: For the A(four-lane) Alternative, approximately $4.4 million. For the C(off-set) Alternative, approximately $5.5 million. For the C(couplet-1) Alternative, approximately $4.7 million. The C(couplet-2) was approximately $7.4 million. C(couplet-3) was approximately $9.6 million, and C(couplet-4) was approximately $5.3 million.

I also wanted to mention that one of the reasons these schedules are drawn the way they are with no set time for beginning construction is that, at this point in time, there is no -- no funding source has been identified. And, you know, that is a process that will begin -- or looking

for funding would begin once a preferred alternative is selected.

But as of this point in time, there is no funding that has been available. And, you know, this project will need to compete basically with other projects in Montana.

That's really all the technical presentation I wanted to make. I wanted to describe, briefly, the process from here.

This is the third of a series of public hearings that we have had this week. We've also been meeting with a number of different groups, and we've had meetings with our advisory committee, we have had meetings with our -- we have an agency review group that we met with today. We've been receiving a number of letters. A number of you have called in to our Whitefish telephone number to express an opinion.

What we're going to be doing in the next few months, is we're going to be analyzing that input, we're going to be incorporating recommendations for, you know, design that have been made as much as we can.

There have been a lot of suggestions over the last few days for, you know, modifications of intersections at certain locations, places to include -- or suggestions for places to include a combination for pedestrian crossings, as an example.

Anyway, we're going to be analyzing all this, incorporating it, evaluating issues, and then working with our advisory committee to identify a preferred alternative.

Sort of the thought process that we need to go through in doing that is to be as objective as we can, to take a balanced approach. We're not just going to be looking at one or two main criteria. We are going to be looking at, you know, the social impacts, environmental impacts and, you know, sort of the long-term ramifications of a preferred alternative.

It also needs to be balanced with some of the requirements of environmental legislation. The Clean Air Act has some fairly strict requirements that could affect selection of a preferred alternative, as does the Clean Water Act and other environmental legislation like that.

Our intent is, once we have identified a preliminary preferred alternative, we will document that in a newsletter and get it out to people so that, you know, if you have any final information you want us to consider, you can get that back to us before we document everything in a final EIS. And we're anticipating that that will be finished in September. And that also would be made available to the public to review.

And then after that point, we'll start the -- you know, the design, the broadway acquisition and construction

process.

The ways to comment tonight -- we have several ways for you to comment. You can talk to one of us, you can talk to one of the advisory committee members. What we're going to be doing is writing down what you say on one of these cards. We're going to be providing it to -- it will be entered in as a formal part of the record. Another way you can do it is to fill out a comment sheet, put it in that box, and that will also be entered in as a formal part of the record. You can also just talk to the transcriber, and she will type in your comments as you're talking.

After tonight -- the comment period is still open until May 2nd. So if you have any other ideas or anything else you want to tell us after tonight, feel free to either write us a letter -- and the address is listed on the back of the handout -- or you can either write a letter to one of the advisory committee members or give them a call. That information will get back to us. Or you may call our -- the Whitefish number that's, again, listed on the back of the handout.

So I want to thank all of you for your participation in this process, and I encourage you tonight to make sure that you give us your comments. Thank you very much.

KATHY BRAMER: I'd just like to stop for

a second and see if there are any questions that you have for clarification about any of this information.

UNIDENTIFIED INDIVIDUAL: Has any study been made about improving the traffic through these roads? We've got the environmental, we've got the bicycles, we've got the wetlands, we've got everything else. We've done all these studies on everything, but a two-lane highway is still a two-lane highway, and that won't improve the traffic problem at all. You may improve the traffic problem very little unless you do something about the side roads. I don't think you did anything. I think maybe you better go back to the table and re-evaluate the whole thing.

GINA McAFEE: Yeah, there was a whole traffic study done and --

UNIDENTIFIED INDIVIDUAL: Did they say we can move all the cars? We can -- highways are built to move traffic from one place to another.

GINA McAFEE: I'll be glad to meet with you in a few minutes. I can show you, on Graphic 4, where we've shown what the future traffic will be and how that will be accommodated.

UNIDENTIFIED INDIVIDUAL: I live on this two-lane highway that you got now. I've set for sometimes 15 minutes to get on that. And it's -- I don't see where

there's any improvement that's going to be there when you got another 300, 400 homes coming in. It looks to me like --

GINA McAFEE: We also have traffic engineers tonight that will be glad to meet with you.

UNIDENTIFIED INDIVIDUAL: I'd like to know who will choose the final design.

GINA McAFEE: We will -- as I mentioned, together, with our advisory committee, it will be our responsibility to -- the responsibility of Carter & Burgess to recommend a preferred alternative, and that will be documented in the final Environmental Impact Statement.

UNIDENTIFIED INDIVIDUAL: Will that, in turn, be put up for a vote to the public?

GINA McAFEE: There will be no vote.

UNIDENTIFIED INDIVIDUAL: So, in other words, whatever you decide and submit is going to be the final decision of what's going to happen here?

GINA McAFEE: That's correct. Assuming that -- ultimately, the Highway Commission is responsible for partially funding the highway, so they will need to accept that. And then the Federal Highway Administration will also -- is also anticipated to partially fund it, so they will have, you know, responsibility to accept that.

UNIDENTIFIED INDIVIDUAL: I have one last

question. On the median, I've seen pictures of the medians, and I've seen places where they go through residential areas and business areas where people are going to have to travel miles to turn around in this median.

At that particular point, from what I've seen from your design, is there -- have you made any type of decision on how turn-arounds are going to be made at these particular points? I mean, I've seen them in major cities where you can go around blocks to get back out onto a highway. But places like Highway 40, Blanchard Lake Road, you know, Midway Mini Mart, places like these aren't going to have a place where you can actually turn around without performing a U-turn in the middle of the road.

GINA McAFEE: Well, what I recommend is that, right after this, you get with one of our designers, and we'll show you the special accommodations that we have made in a number of locations to allow exactly for what you're saying.

UNIDENTIFIED INDIVIDUAL: Okay.

UNIDENTIFIED INDIVIDUAL: Yeah, our local cooperative planning coalition, they serve 33,000 -- now over 11 percent return, and there was some real pointed questions about highways, commercial development, what people would like to see happening. I'm wondering if folks -- you're shaking your head. Have you incorporated any of

that information into --

GINA McAFEE: Yes, we have. And we're continuing to work with them, and will, as they develop their master plan. But, yes, we have incorporated that information.

UNIDENTIFIED INDIVIDUAL: I think it might be useful, on the survey of summary of impact, if you gave an explanation of the level of service codes. It might not be apparent to some folks.

GINA McAFEE: Okay. There's a great graphic that describes those probably better than I could in the EIS. Joe, do you want to try to quickly describe all those symbols?

JOE HART: It's a qualitative measure of just how traffic flows. And in the report, if you looked through the report, level service A is extremely good traffic flow, F is a total parking lot type of situation. And then each of the grades, just like grades in school, are somewhere between A and F.

We're trying to design the roadways to a level service C operating condition, which would be a free-flowing traffic condition. Anything less than that, worse than that, would be something lower than that. And the projections are that the roadway operate at a level B or C, except at specific locations down in Kalispell where

there would be some level service D operation at the worst intersections.

UNIDENTIFIED INDIVIDUAL: I have a question with regards to the area into Whitefish and through Whitefish in relationship to the PM10 count. In all the alternatives, will there be a storm runoff area incorporated into that and built into that? And would -- if that is built, would that not have a positive effect on PM10 and in being able to get rid of sand?

GINA McAFEE: We have looked at storm drainage specifically in Whitefish, and there will be a storm drainage system. We haven't worked out the details of that yet.

The effect to that on PM10 -- you know, it's more a factor of how quickly the sand is picked up after it's spread on the road. You know, it's certainly -- if it can be moved off the road, you know, into a grassy area where it doesn't get kicked up by the -- the problem is it gets ground up by the vehicles continuing to drive on it and it gets resuspended in the air after --

UNIDENTIFIED INDIVIDUAL: Usually it would be icy.

GINA McAFEE: So, you know, there certainly could.

UNIDENTIFIED INDIVIDUAL: Would that

storm runoff area, drainage area -- how far south on 93 would you incorporate that into the planning? Would that be part of the cost of the road?

GINA McAFEE: Any storm drainage that's required for U.S. 93 is included as a part of the road, yes.

UNIDENTIFIED INDIVIDUAL: Do you know where you would start?

GINA McAFEE: I don't remember exactly where we have -- that's described in the EIS also. If you want to see me afterwards, I can show you.

KATHY BRAMER: If you have a preference of where you think it should start and stop, let us know. Okay.

GINA McAFEE: Maybe one more.

KATHY BRAMER: Yeah. Any other questions of clarification? Okay.

UNIDENTIFIED INDIVIDUAL: How can you -- how can you justify the cost of a new Seventh Street bridge and the associated paving in the event that would take place? How can you justify that cost to this project?

GINA McAFEE: The reason we even suggested that -- that's included as part of the two alternatives. The reason we have suggested that is to alleviate out-of-direction travel that would be required as

a part of some of the one-way couplet alternatives on Baker and Spokane.

We encourage you -- we encourage people to give us input on those alternatives. We're really looking for that input tonight. So we do encourage you, if you have a concern about that, to let us know.

UNIDENTIFIED INDIVIDUAL: Who do you let know?

KATHY BRAMER: Any one of us.

GINA McAFEE: Yeah, any one of us.

KATHY BRAMER: Anybody you see walking around with a little white card. Or talk to Nancy, the transcriber. We want to make sure we hear from all of you tonight. So let us know.

UNIDENTIFIED INDIVIDUAL: Do we need the highway? We're almost scared to ask anything. This has been delayed and delayed and delayed.

KATHY BRAMER: Okay. Thank you for coming. I'll get my cards and come over and talk to you. There's a lot of folks here who can answer your questions, and we can get more questions answered if we do it individually.

(Presentation concluded at 7:40 p.m.)

I prefer the A(turn) Alternative on the highway. That's the five-lane design. And my wife does.

TOM VARS: I don't know which one to start first. But anyway, we live along 93; we're one of the impacted areas. And one of the things that really bothers me the most about the EIS is the fact it does not really talk about impacts to people that live along 93. It talks about impacts to the businesses, it talks about the tourist. It says nothing about the people that live and have to come out on 93. Okay. One of the things the EIS doesn't even address in relation to those residents is as far as emergency vehicle access to their homes, particularly if the highway has a median. With the median, based on what's in the plan, with access turns a quarter to a half a mile apart, and with potential traffic flows is -- what you're looking at is anywhere you could have 10 to 15-minute delays for emergency vehicles to get to a home versus a highway that allows a direct turn into their driveways. The EIS doesn't even talk about that type of impact. The median road shows some intersections with a left-turn bay which allows the traffic to pull out of the north -- north or southbound passing lane and protects the rig until they turn. In other sections where it just allows a crossing through the median, there is no left-turn bay. This would require a vehicle that makes a U-turn, which they will have to do if they want to get back to their home, potentially sticking their rear end of their

vehicle out into the passing north or southbound lane. They already admit accidents may change in location. And I think all they're building with the median as it is proposed -- unless it's wide enough to provide complete security to a vehicle at all locations, they're asking for trouble. My son-in-law has a 30-foot RV, and that thing is definitely going to occupy several lanes of traffic to make U-turns to get to our house. Such things aren't even talked about in the EIS. Okay. The maps displayed on page 315 that show ownership pattern are all wrong. They're referencing a lot of state lands as federal lands, and that's not true. That map is really poorly done. And all I hope, is that other maps and diagrams in the document aren't as poorly researched as that particular one is. As far as bicycles lanes go, bicycle lanes should be separated from the highway, not on the shoulder. There should be a separate entity in the areas that they're designed. At the Happy Valley crossing site -- or intersection, I would recommend serious consideration of a pedestrian tunnel under the highway to allow access between Forest Acres and the Happy Valley store and the school kids. Just north of the Happy Valley turnoff and interchange as shown in the planned EIS, from Bowdish Road to Hodgson Road, there's a frontage road. In the design that's shown, they've eliminated the county access from Hodgson Road to 93.

This, to me, is a serious error and should not be -- there should be an intersection at that location. If they use the residential road that fronts 93, eliminating the Hodgson interchange -- or the ability to get onto 93 and require them to go down to the Happy Valley intersection, they're putting a lot of county road traffic through a residential area with a street that wasn't designed structurally to support that amount of traffic. Plus, they're running it right through the residential area. And they just can't, in my way, justify such an item. And let's see, what else could there be? I think I'm getting wound down. Well, the only thing I want to say, I guess, if we're back in that mode, is that, basically, I have trouble supporting the median concept, and particularly how it relates to folks that front the highway and the effects that will be felt by them by a median-type road. And that's it.

Pedestrian overpass or underpass (tunnel) Baker/Spokane area.

If a median is built, a maintenance plan must be included and implemented.

Intersection at Lion Mountain and state park needs to more easily accommodate increased traffic currently awkward.

Forest Ridge area subdivision is going to

increase traffic around golf course.

A divided highway is just another place for deer to hide, traffic hazard and weeds to grow. Most medians are filled with knapweed.

There must be an intersection at Hodgson Road. This is a serious flow. Prefer five-lane, but median has advantage.

In Kalispell, where concrete median is in place, it is inconvenient to have to turn around and double back.

South of Whitefish, four-lane highway and build frontage roads in areas of high number of access drives. All the way from Montana 40/U.S. 93 into town

Montana Air Systems has an apartment in building. Property also has radio station; KJJR/B98 and one other. Montana Air Systems/radio station generates a lot of traffic. Montana Air Systems is a distributor, a lot of large trucks. Business will also be expanding and getting more trucks. Radio station and Montana Air Systems combined equal large quantities of traffic. Driveway into Montana Air Systems is tight turn with existing design. Any major reduction will cause problems of accessing garage/loading area on south side. Highway adjacent property owners were paid $300 to limit access by MDT.

Trucks gearing down approaching Montana

40 from south are very loud.

Has there been a survey of residential/business along the highway?

A lot of towing businesses along portion south of Whitefish. Median concept will be dangerous with vehicles towing other vehicles.

Where will snow be plowed with median?

There will be lawsuits if median design is proposed.

There has not been proof that median is safer.

With signal at Mountain Mall, there will be lines of traffic with no gaps for drivers to get onto U.S. 93.

Whatever alternative is chosen for Spokane and Baker, that Baker Avenue from the Whitefish River bridge south along the river have all homes removed on the east side and whatever is not used for right-of-way should be used as an extension of Riverside Park.

Prefer: Divided. It is safe and looks better.

Prefer: A separated bike/pedestrian trail.

Divided highway would slow commercial development.

Buses use Hodgson also. Also should be an access intersection at Hodgson.

Stelle Lane should be improved with an intersection. Appears to be potential for development that would access Stelle Lane.

Lots of pedestrians cross at Hodgson. In the last three months, two pedestrians have been killed by Forest Acres and Happy Valley. Need to provide a separate pedestrian crossing.

Note: Lots of traffic on Hodgson. It connects to U.S. 2. MP 124 needs. An access median prevents this. Median is okay but need a frontage road on east side by MP 124 or put more breaks in the median. Look at MP 124 north for break or frontage road.

Every one to half-mile breaks or access to existing and future community. Reference: CPC survey, 800 South Main, 1993. Look at what survey said about commercial setback with screening. Therefore, put in more breaks to accomplish this.

Need more median breaks between Valley Disposal and Blanchard Lake Road. Also need a break between Blanchard Lake Road and Montana 40.

To preserve median alternative, you need to put in more breaks. Add two-way frontage road on west side from JP Road back south one-quarter mile of Montana

40. This could be landscaped and a gateway to town.

What is being done about traffic? Highways are designed to carry people. It takes 15 minutes to get on highway now. How are you improving the situation?

North of Hodgson Road is the Diamond K Supper Club and RV Park. Fifty RV spaces in summer. This facility develops lots of traffic. Should be an opening here. Will increase traffic and congestion in this Happy Valley area. Fifth-wheels, long trailers just cannot maneuver fast.

Note: Happy Valley area, lots and lots of kids cross the highway. Whitefish Hills, Inc. will develop on west side of the highway and credit more traffic and kids.

At Stelle Lane was an accident, 1984. Part of lawsuit regards concrete guardrail. Is a guardrail proposed here?

Alternative B bypass will cause development west of Kalispell that is not desirable.

Hodgson Road should intersect U.S. 93 under any alternative. Happy Valley Road not designed to also take traffic load from Hodgson.

Split alignment looks nice and drives well. But cost is a concern. Five-lane safety seems to be

okay. No known head-on collisions on U.S. 2, five-lane.

House just north of KMJ Radiator should, likely, have a yellow dot, indicating noise impact. Appears missing from the aerial photo maps.

Consider a span to accommodate bike travel along Whitefish River.

Solve the problems now while the construction prices are as low as they are.

There will be too tight a turning radius at Baker and 93 with Couplet-3.

Should not use old Baker because of its intersection with 93.

Why build the couplet on old Baker alignment?

I want the median all the way and the specials design elements as much as possible.

Like the couplet with crossing on Seventh Street.

Seventh Avenue extension east helps access to school.

Very much against Spokane becoming four-lane. Likes one-way couplet ideas.

Need more bike lanes in general. Likes separated bike lane to keep traffic away.

Support the one-way couplet. The bridge

is a good idea. We have property on Spokane.

Construction of Alternative B will have too many impacts.

Prefer: Get started with five-lane.

Prefer: Five-lane in order to access businesses. Other states are taking out medians.

Prefer: Five-lane for access. At least from Montana 40 to Whitefish need five-lane.

Antelope Trail north of Timber Lane also needs to be rebuilt.

Note: Hodgson Road needs to have an intersection.

Prefer: Divided highway with a green strip.

Why is Tronstad not identified with an improved intersection? Need intersection turn lanes at Ponderosa, Tronstad, Bowdish Road, Hodgson, Blanchard and Stelle Lane.

With the median, there are limited ways to cross and turn around. This will be a major time-consumer. If median is chosen, provide frontage road or more breaks. Prefer five-lane for that reason.

With a five-lane, trucks will not turn left using the center lane. They will go to the intersection to turn left. They are too long to make the

tight turn required with the center lane.

Prefer: Median. It makes driving more enjoyable. Five-lane requires more concentration. This area is beautiful, and it is one of the only areas that does not have a divided highway.

Recommend re-examining the need for four lanes west of Whitefish, at least to Spencer.

Recommend use of liquid deicers.

CPS study findings of interest: Commercial development should occur off the highway, behind screening. Single most important resource to protect was water quality.

Should consider combo that consists of a five-lane south of Whitefish to Montana 40.

Should consider a two-way frontage road on the west side closer into Whitefish.

At Hodgson Road recommend good intersection treatment.

At Happy Valley area, need pedestrian overpass or special signals.

Figure 3-15 -- check Flathead National Forest designation -- should be state land.

Need to look more closely at emergency vehicular access.

Prefer five-lane. Loss of access, median

will collect trash.

Very concerned about Baker and Spokane couplet. Won't relieve congestion, just convolute it.

There is no alternative parking that will be displaced by Spokane/Baker couplet.

One-way couplets are too confusing, especially for people who have lived here for a long time.

Eliminating parking on Second Street will have a negative impact on our business.

How will NAFTA agreement affect 93 corridor? Time magazine has proposed corridor from Canada to Mexico.

Still want a bypass for trucks in Whitefish.

Want turn lanes at Meridian and between Highway 40 and town. Have 25-miles-per-hour speed limit between 40 and Whitefish.

40-93 intersection needs to be signalized.

Extend Whitefish Stage Road to East Edgewood. Bypass downtown for all skiers.

Ideal would be to have a separate bike/pedestrian trail. Prefers a separate bike/pedestrian path.

Bike path on shoulder okay on main

highway. At Highway 40, use separate path.

For Kalispell, B Alternative, move road back to power line and away from housing north of Reserve Drive.

I have been involved in the decision-making process for six years. Based on a decision being made, I invested $300,000 into my business located on Highway 93. Good, bad or ugly, a decision was made. And based on that, secure in the knowledge that my business would be minimally impacted, I invested in expanding and upgrading my business. Subsequent to my decision, Mr. Baucus was convinced that the public process was not adequate and changed all the rules. Had I been aware or even thought that the decision would be set aside, I would not have put my future and that of my employees' on the line. I do not believe a median will be safer. It is my opinion that the opposite is true. When four to five feet of snow is piled into the median, I believe there will be a decreased visibility and increase in accidents. The delay Senator Baucus has caused will cost us substantially more dollars. Acquisition of additional right-of-way will be costly and not cost-effective. How many more people will have to die before a final decision is made?

Baker needs to be one-way south. Seventh Street bridge needs to be constructed. Intersection for

Mormon church, Park Knoll Estates, DePratu Ford at existing Park Knoll Estates Road. Mormon church is currently working with Park Knoll to use their road as their access as well. DePratu Ford generates a lot of traffic. Need intersection north of Happy Valley at Hodgson Road, at North Valley Refuse. I'm in complete support of a divided road with medians and landscaping.

This highway project should never have been stopped. There have been no improvements demonstrated for a divided roadway. Along with additional costs, an unnecessary delay, the added costs of maintaining the median, one more place for deer to surprise motorists and the restricted access, I can see no reason to consider a divided highway. Let's get the five-lane design under way as soon as possible.

The specific responsibility for maintenance of special landscaping features or plantings, other than ordinary grassed areas, must be spelled out for this project. This should be done, whether or not there is adequate money available at this time. Adequate funds may be obtained later if needed, but you cannot get either funds or maintenance until the responsibility for providing this kind of maintenance is spelled out where people and officials can find it and refer to it.

Concerning raised medians on Highway 93

south of Whitefish, I am opposed to them. If raised medians are built, I think everyone who has a driveway should be entitled to a break at that driveway so they don't have to pass the driveway and go to some other break in the median to make a U-turn to go back to their driveway. No one should be discriminated against by not allowing a break in the median at each driveway. Consider Highway 93 both ways out of Missoula. Five lanes with the middle lane for turns. I think it is a very nice highway and safe. Highway No. 2 from the airport to Columbia Heights also a nice highway. I also like the ideas of Baker Avenue one-way south and Spokane one-way south with a bridge at Seventh Street to allow people living on the west-south side easy access to town. Bridge would be money well spent.

Love the special "other design concepts." Prefer median concept for 93. Like concept of Spokane and Baker one-way designation. Seventh Street bridge a good consideration, if we can afford the cost.

Highway 93, Kalispell to Whitefish, prefer Alternative A with median. Safer, prettier and limits strip development. The separation of the north and southbound lanes may be too disruptive for existing homes and businesses. In this case, I think the median is sufficient separation.

I prefer Alternative A for Kalispell. Less environmental impact and less emphasis on automobile's needs. Bike paths need to be emphasized more. Safe, attractive trails separate from highways wherever possible. Cars and bicycles do not mix well. Ideas for future transportation; i.e., trains, transitways, could be suggested as the study becomes too expensive to run and congestion grows.

Whitefish townsite, Alternative A four-lane preferred. Whitefish in town. No bridge over Whitefish River. Too much more traffic directed to Seventh Street. Also disruption to oil sediment in river. Seventh Street cannot handle more traffic directed on to it. I like median Alternative A. Put disruption of private business around homes via separation north and south of highway may not be appropriate. But median concept is safer, prettier and limits strip development. Prefer Alternative A in Kalispell.

Don't like to see Spokane four-lane because Baker is left in bad shape and creates too much space.

Opposed to Alternative C(couplet-4) with two-way to one-way on both sides.

Prefers one-way couplet on existing Baker. Does not like the idea of additional bridge.

With bridge on Seventh creates too much traffic on Seventh.

Concerned about the couplet happening. Doesn't want to see it.

Prefer median as far as possible. Five-lane is an accident waiting to happen. Cannot see land in winter. Potential for head-on in center lane.

Five-lane would not work at higher speeds and traffic congestion. The center turn will not work.

If Hodgson does not have an intersection, then improve Antelope Lane between Hodgson and Timber Lane.

I would just like to say that I feel that it is critical that the special design considerations be implemented.

Add alternative: Considering constructing Seventh Street bridge and improving Baker and maintaining all as two-way streets.

Bridge on Seventh too expensive. Growth in Whitefish will be to the west.

Run Antelope Trail at Happy Valley through to Bowdish. Will give you natural frontage.

At Bowdish, do an underpass to connect over to KM.

Look at Hodgson Road. Busiest between Whitefish and Reserve.

Hodgson Road. It is possible to move major intersection north to Hodgson and connect Happy Valley to Hodgson via frontage road Antelope Lane?

Resident at Seventh and Baker: Strong concerns about a drop in property values if zoning remains residential. Opposes all plans which impact Seventh and Baker.

Happy Valley intersection, median concept, unacceptable increase in traffic between Timber Lane and Hodgson on Antelope Trail. Suggested frontage road between Hodgson Road and Timber Lane east of highway or total rebuild of Antelope Trail. Don't overlook significant traffic on Hodgson Road from development to the east.

Ben Cohen, North Valley Refuse, recycles. Making frequent left turns into North Valley Refuse. Only recycling center in area. Several other commercial operations in this area would justify more access in this area. Prefers couplet options with the bridge on Seventh in Whitefish. Opposed to off-set couplet for safety reasons. Comments in favor of off-set couplet concept with strong support for Baker Street extension.

Would like to see a more detailed, creative intersection at Highway 40.

Need to re-evaluate intersection at

93/state park and Lion Mountain Loop.

Bypass alternate route is unnecessary and a burden to the valley. This area will be then developed at a much faster pace than a slow evolution. Work with traffic flow on existing Highway 93.

Lion Mountain Road and 93. Southbound on 93 attempting left turn onto Lion Mountain Road, dangerous downhill grade. Safety concerns about the intersection in general.

Seventh Street bridge is too expensive. It will never happen.

Four lanes, narrow, would be unsafe with large trucks through town.

Other road network bridges may be more useful than Seventh. Need to show one block of Seventh east of Spokane too.

Median south of Montana 40 is a good idea, but need accesses north of Montana 40.

Bike path along Highway 93 west of Whitefish at least to Twin Bridges and/or Farm-to-Market Road, it's very dangerous with chip and log trucks and RVs.

Funeral home opposite JP Road needs access to north for processions to cemetery.

Need left southbound access to golf course drive south of JP Road. Corner property is only

200x200 feet. It is too small for cross access.

In Whitefish area, I think I prefer Alternative C(off-set) with the assumption that Baker Avenue will be extended south and come out next to Safeway. Not improving the existing Baker Street intersection with Highway 93, including bike paths. I feel it's best to avoid new bridges as long as possible. I live on the north side over the viaduct and hate it.

"Existing" row line in front of golf course south of JP Road, never acquired by MDT.

Need to consider bypass in long-range master plan.

Median is a help to city and county planning in controlling unlimited development.

Whitefish area preference: One, Alternative C, two one-ways with Seventh Street bridge. Two; i.e. no bridge, then C(off-set) with Baker Avenue extension. Do not run four-lane into town. Do not widen Whitefish River bridge to four-lane. Maintain bike lanes along all major routes. Along entire Highway 93 project, use off-set bike paths, not shoulder of road, for safety and aesthetic reasons.

West entry of Whitefish has steep grades and needs attention. Cite: Distance for eastbound left turn to Lion Mountain Loop Road is difficult.

Decision element plan of south Whitefish entry needs to show Baker extension.

Olney to Big Mountain bypass needs considered.

Whitefish Stage extension is good idea. Montana 40 extension to Karrow is good idea. Both for master plan. KM Road truck bypass.

Need to complete grid of streets east/west Montana 40, JP Road, 18th, to Karrow and to east over river.

Another alternative should keep four lanes on Spokane and bike lanes on Baker.

Fix agreements for maintaining landscaping improvements and/or special desired concepts.

What would be effect on Seventh Street traffic with either of the Seventh Street bridge options? Any additional right-of-way required?

Use an alternative that would best serve transportation, aesthetics and safety.

Removal of culverts under Spokane Avenue bridge to facilitate future recreational path along river.

Baker from Whitefish River to south is a residential neighborhood.

Residential property values will decrease if Baker is used in any of alternatives.

Very tight corner at Baker and Second Street. Trucks have hard enough time turning from Spokane/Second.

Seventh bridge is not needed. Would create congestion near school. Only seven blocks out of way of travel. Not worth cost.

Add right-turn/left-turn lanes on to Seventh Street from Baker and Spokane.

Seventh Street bridge is needed from traffic standpoint. It has been discussed for years.

Feds have obligation to pull out pipes and put in bridge.

Baker is very narrow near bridge. To widen to three lanes will be unacceptable.

Baker bridge should not be widened to four-lane.

How will intersecting streets without Baker, change in grades, be improved?

Consider combining Seventh Street bridge with off-set. More east/west options needed to take pressure off of Second Street.

I am in favor of Alternative A(median) and Couplet-2 in the Whitefish area.

The Couplet-2 would work best. One-ways for flow of traffic. Seventh bridge good for access.

Avoid a four-lane on Spokane.

Would like to see four-lane with median along 93 full length.

Intersection may be more advantageous at Hodgson rather than at Happy Valley. School buses use.

Lots of trucks stationed at properties on U.S. 93 between Montana 40 and KM.

Should have a three-lane alternative on Second from Whitefish River to Karrow without sidewalks.

Character of community improved with median. Keep access limited as possible. Fewer signals better. Four-lane Spokane, hard to cross.

C(off-set) would cause three lanes. Hard to cross.

Modify Couplet-4 to also include cutback north of Town Pump.

Concern that there is no longer a Whitefish bypass alternative.

MP 132 may be an intersection for Whitefish Hills, Inc. redesigned to the north.

Location of U-turns should be increased or else five-lane. Difficulty for trucks to make left turns.

Consider a five-lane configuration from Happy Valley to Hodgson Road, split alignment. Move

intersection to Hodgson Road.

I vote for Alternative A(median) and bike paths inclusive.

(Conclusion of record.)

1 C E R T I F I C A T E

2 STATE OF MONTANA)
: ss
3 County of Flathead)

4

5 I, Nancy J. Skurvid, Registered Professional
6 Reporter, and Notary Public for the State of Montana,
7 residing in Kalispell, Montana, do hereby certify:

8 That I was duly authorized to and did report the
9 oral and written comments submitted at the Somers to
10 Whitefish West DEIS Public Hearing held Thursday,
11 March 24, 1994.

12

13 I further certify that the foregoing pages of this
14 transcript constitute a true and accurate transcription of
15 my stenotypes notes.

16 IN WITNESS WHEREOF, I have hereunto set my hand on
17 this 3rd day of April, 1994.

18

19 Nancy J. Skurvid

20 Nancy J. Skurvid
Registered Professional Reporter
21 Residing in Kalispell, Montana
My Commission expires 6-3-94

22

23

24

25

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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Nancy Martin	12 Hatchet Whitefish
Russ Thompson	101 PARK KNOLL LN WHITEFISH
Tom & Marge Vara	4490 Hwy 93 S Whitefish
RICHARD HANSEN	920 BACKRAT LN WHITEFISH
Phil Olson	1281 Conn Rd. Col. Falls
Harold Dolan	6335 Hwy 93 S. Whitefish
Marsha Yarbrough	Box 873 WF
Eulard Kane	190 Haskill Dr Whitefish
James Kane	" " " "
Regina & Jim Thompson	225 Karrow Ave Whitefish
Bruce Boody	301 Second St #3 WF

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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Keith Boland	4634 Hwy 93 SO. W.F. 59937
Gary Vallieres	125 Antelope Trail, Whitefish.
BARB ANTON	5835 HWY 93 S. WFSH 59937
David R. McMurdo	700 State Park Rd WF 59937
DAVE ANTON	5839 HWY 93 So. WFSH 59937
LION HEPPLER	5730 Hwy 93 So. WF 59937
BILL KUEHN	3558 E. Lakeshore Dr. WF 59937

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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LYDIA BAILEY	560 SOMERS AVE	WHITEFISH
Clayton Lamb	1555 Karrow Ave.	whitefish
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Joyce L. Greene	Box 1	WF
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Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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Brian Carper	106 Montana Ave.	Whitefish
Sandy Skiles	P.O. Box 1869	W.F.
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Mary Critchlow	636 Columbia	whitefish
Jan Kellogg	538 Scott Ave	WF
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KEN WILLIAMS	1420 WISCONSIN	WHITEFISH MT.
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Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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ANDY FERRY	SAME AS USUAL.	
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JOHN ATKINSON	215 ANTELOPE TRAIL	WF
Florence Fletcher	332 Columbia Ave	Wfish.
Cindi Wollan	5340 Stella Ln.	Wfish
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Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARING
Whitefish

March 24, 1994

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Ed [illegible]	Box 873	WFSH
Wan D McCantney	7227 Farm to Market Rd	WF
Jim Johnson	4572 Whitefish Stg Rd	WF
Linda Babiak	Box 1987	W/F
Dan Skiles	Box 1869	W/F
Jan Metzmaker	915 Dakota	WF
Erma Rocksund	6255 Hwy #93 So	WHFSH.
RANDY WILSON	100 OLD MORRIS TRAIL	WFSH
Roy M. DUFF	P.O. Box 185	WFISH.
NORMA "	" " "	"

3: Advisory Committee Meeting Minutes

Advisory Committee Meeting Minutes

Meeting Minutes
Seventh Advisory Committee Meeting
March 16, 1994

The purpose of this is to record the minutes of a Somers to Whitefish Advisory Committee meeting held on March 16, 1994. An agenda and handouts are attached.

Meeting attendees were:

Gina McAfee	Phil Lauman
Tracy Crabtree	Marshall Murray
Andrew Feury	Scott Richman
Mike Worrall	John Wilson
Pamela Kennedy	Shirley Schmidt
Bruce Boody	Marc Pitman
Dale Paulson	Jim Weaver
Mike Stocklin	Bill Hedstrom
Kathy Bramer	

A summary of major discussion that occurred was:

1. Rodney Slater is coming to tour the US 93 project -- just Kalispell to Whitefish (Saturday the 26th).

2. For landscape maintenance bring a list of tasks to the next meeting.

3. Bike path maintenance in the summer is not an issue. Winter bike path maintenance could be an issue.

4. Kalispell Parks could likely take over maintenance of gateway areas.

5. The FBIA is doing a survey to determine their preferred highway alternative.

6. The CPC draft recommendation will be ready in a month. Mike Stocklin will make sure we get copies of their documents.

7. Need more information about economic impact to the community during construction. Also need more information about the relationship between the loss of open space and long-term economic viability -- also the social impacts of this.

8. Design, right-of-way, utility relocation and construction schedules are an issue. Two items to keep in mind are:
   - When the job can be made ready -- design finalized.
   - When funding can be made available.

9. MDT has tentatively earmarked $10 million in Fiscal 1996 (starting in September of 1995). That could be the earliest that construction could start. The segment from Kalispell to MT 40 could start early because MDT already has a lot of right-of-way in place and a lot of utility relocation done.

10. Suggest conclusions in the EIS about why the Valley is moving towards tourism (from Andy Feury).

11. Enhancement funds cannot be used for "ordinary" project items.

12. Need to evaluate: do we have enough right-of-way for a separate bike path -- will it fit within the right-of-way in specific locations?

13. The Kalispell Chamber could be a good location for a central file for letters received on the DEIS. Marshall Murray will check on this.

14. Suggest calling the Whitefish Pilot to make sure the west of Whitefish area is included.

15. What learned from phone calls with Advisory Committee members:
    - People liked the public involvement process -- people have had lots of opportunity.
    - Good participation across the community.
    - Improvement in outreach with the media is recommended.
    - The Advisory Committee should help in media contact.
    - If someone is a "them" -- make sure we listen more carefully.

16. The plan from here to reach consensus is to:
    - Focus on shared interests.
    - Likely to be a "new" solution.
    - Consensus may be getting 70 percent of interests/needs met.

17. One option that could be explored in the towns of Kalispell and Whitefish (with the A(FOUR-LANE) alternative) is to buy a few feet more of right-of-way, increase lane widths to 12 feet, remove the trees and replant new ones. This may be politically unacceptable -- Marshall Murray offered to "test the wind" about this new concept and to get back with us.

18. The special design concept at Four Corners was questioned. This location may or may not be available.

19. The Ramada Inn north of Somers is opening.

20. Question the amount of right-of-way needed -- this information needs to be provided for the public hearings. We need to:
    - List what right-of-way is needed.
    - Where and for what.

Issues to be discussed at the April 23 Advisory Committee meeting are:

- Types and design of landscaping.
- Sample landscape maintenance agreements.
- Economic and social impact of different designs as a result of construction phasing techniques, strip development impact (e.g., access). Draw conclusions from existing information.
- Construction phasing variables: design finalized, availability of funds.
- Right-of-way needed for bike paths in specific sites.
- What is the impact on living trees in Kalispell in town options and Whitefish - Spokane.
- Can trees be moved or replanted in urban areas; require extra right-of-way? Coordinate with reforestation project?
- Narrow lanes restrict level of service. Can we expand?
    - Courthouse to Airport
    - Baker to 2nd.
- Need to show accurate predictions of right-of-way necessary for different alternatives; DEIS underestimates.

The next Advisory Committee meeting will be April 12, 12:00 to 2:00.

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Agenda
Seventh Advisory Committee Meeting
Somers to Whitefish Project
March 16, 1993

1. **Technical Information**
    - Key Findings from EIS (by segment)
    - Input Needed (by end of AC process)
        a. Preferred Highway Alternative
        b. Mitigation Commitments (such as pedestrian/bike underpass)
        c. Access Control Preferred Alternative
        d. Recommend Locations for Park-n-Ride Lots
        e. Landscape Maintenance Agreements
    - Agency Coordination/Sign-Off Needed

2. **Overall Process From Here**
    - Public Hearings
    - ID Team Meeting
    - Receipt of Letters
    - Small Group Meetings
    - Advisory Committee Meetings

3. **Advisory Committee Process**
    - Report from Advisory Committee contacts - what learned
    - Need information back if Advisory Committee members hear from general public
    - Role of Advisory Committee in decision-making (very important, advocacy, advisory)
    - Collaborative negotiation process
    - Schedule of meetings
    - Meetings with press: March 24 (AM); April 14 (AM)

4. **Initial Feedback**
    - Areas of agreement
    - Areas of disagreement
    - Issues

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Carter · Burgess

Meeting Minutes
Somers to Whitefish EIS
Eighth Advisory Committee Meeting
April 12, 1994

The purpose of this is to record the minutes of the Eighth Advisory Committee meeting for the Somers to Whitefish West EIS. An agenda for the meeting is attached. A bound document was handed out, which included information on:

- Summary of responses received regarding the DEIS.
- Maintenance of intensive landscaped areas.
- Safety research.
- Economic impact.
- Update of right-of-way needed.
- Construction staging plan elements.
- Whitefish River Bridge construction and costs.
- Funding situation in District 1 of MDT.
- Detailed access control plan with access control guidelines.

Meeting attendees were:

Gina McAfee	Tom Little
Bill Hedstrom	Jim Lynch
Marshall Murray	Tracy Crabtree
Pam Kennedy	Bruce Boody
Phil Lauman	Jim Weaver
Marc Pitman	Dale Paulson
Joe Hart	Kathy Bramer
Scott Richman	Jeremy Keene
Mike Worrall	

Discussion which occurred was:

1. There was a question about why the ID Team endorsed B(MEDIAN) and not A(MEDIAN). The primary reason for this is that the Kalispell bypass is a new road on new location and there was a concern about induced strip development.

2. Joe Hart updated the Committee on the action recently taken by the Whitefish City Council -- a recommendation for C(COUPLET-3) and A(MEDIAN) between MT 40 and the River.

3. We will confirm with Andy Feury exactly what position the Council took, since there is not general agreement with the idea to add a third lane to Spokane.

4. Carter & Burgess will send out a letter to the cities, county and businesses or service organizations requesting feedback about interest in landscape maintenance agreements.

Evaluation of Access Control Alternatives

Area	No Access Control	Situational Access Control	Restrictive Access Control
raffic Operations	Least improvement in through traffic operations. Least impact to left-turning traffic.	Moderate improvement in through traffic operations. Moderate impact to left-turning traffic.	Most improvement in through traffic operations. Most alteration to cross traffic. Most impact to left-turning traffic.
afety	Greatest accident potential.	Moderate accident potential.	Least accident potential.
and Use	Likely low density residential development will occur in many places; commercial and industrial is likely south of Kalispell and Whitefish.	Future land use could be more dense in some areas; policy could encourage infilling.	Likely more intensive or higher density development will occur in vicinity of the more widely spaced access points.
ight-of-Way cquisition Time	No additional time needed.	May take six months to one year beyond that to acquire property only (no access rights).	May take eight months to two years beyond that to acquire property only (no access rights).
ight-of-Way Costs	Least expensive.	More expensive than with no access control.	Most expensive, especially if property is commercially or industrially zoned.

5. Safety: new literature/research information reconfirms findings noted in the DEIS. Safety benefits and impacts of each alternative noted. Both provide benefit over No-Build.
   - Lane striping being obscured has little research to support the intuitive conclusion that this is a major impact.
   - Page 4-16 will be revised in the FEIS as noted in the handout.
   - Left/right-turn lane will improve accidents situation.
   - Jim Lynch noted that he thought the DEIS says that intersections with median (raised) have more intersections than intersections with painted turn lanes.
   - Weather-related safety is a major concern.

6. Offered Jim Boyer's attendance at April 23 Advisory Committee meeting if economic impacts are still an issue (they are).
   - Boyer's professional opinion is that there are major features in the Flathead Valley (Glacier National Park, Lakes, etc.) that would draw visitors, new residents, businesses to Flathead Valley regardless of highway construction scenario. Strip development would likely affect economic vitality of the cities.
   - Would tourists come back again? Was their trip memorable? Important questions in tourist decisions on repeat business. What about ability of region to attract future residents?
   - Social impacts -- sense of place/"specialness" are important and may be somewhat understated in the DEIS.

7. Construction impacts -- <u>not</u> just an overlay -- these will be <u>reconstructed</u> roads.
   - City will take opportunity to replace old water lines.
   - Winter construction activities will be limited but are a concern - load limits in Spring.
   - Year-round economy in Kalispell -- winter tourism important, too.
   - Small, one season projects are something Jim Lynch would like MDT to commit to.
   - Small, multi-year projects may be worse for tourism -- image of road construction/detours for many years.
   - A design with an offset alignment would have less disruption to traffic during construction. If the old road can be used as part of the final design -- less disruption. Transition areas to offset alignment would have construction impacts.

8. A bikepath would probably be asphalt. A clay surface might be more appropriate if equestrians will be using the bikepath. Horseback riders might use a path, particularly between Somers and Kalispell. One option could be to encourage equestrian use adjacent to the bikepath -- this should be taken into consideration where possible.

9. The lane rental concept might be a good idea -- it provides an incentive to the contractor. Another idea is to include a waiver to the liquidated damages.

10. Need information about the construction phasing plan for the Stillwater River bridge -- before the 23rd meeting.

11. A request for funding for design has been made to FHWA.

12. MDT has tentatively earmarked $10 million for 1996. Bikepaths or special design features could be funded through enhancement funds. In 1996, slightly less than $2 million (from MDT) would be provided to this project. The Highway Commission will look closely at the "bells and whistles" -- the bridge over the Whitefish River, the separated bikepath may be considered "extras" that the Commission will look to the county or the cities to help fund. Should we "do it right?" There are people out there who are willing to wait. Costs over the long-term also need to be considered. The reasons why the Flathead Valley needs this highway -- need to be presented to the Commission. The Commission may ask -- what is the "lowest cost" that meets purpose and need. ISTEA provisions are important, especially the way the highway responds to this -- the response to scoping issues.

13. The Committee needs to look again at the purpose and need -- and the evaluation criteria. Each of the alternatives responds to purpose and need per NEPA. Dale Paulson noted that all the alternatives meet the purpose and need, but that some elements of each alternative may meet the purpose and need better than others.

14. The detailed access plan for MT 40 to the River was discussed. This was generally favored.

15. Areas of "apparent" agreement were discussed (see attached). General agreement reached was to recommend:
    - Separated bikepath.
    - C(COUPLET-3)
    - Need for bypass
    - Generally restrictive access control, especially along the bypass.
    - A(MEDIAN) - west of Whitefish (Karrow to MP 129).
    - A(MEDIAN) - north of Stillwater Bridge to KM Road.

    Additional information was requested about:
    - What Alternative A in Kalispell?
    - Does C(COUPLET-3) include rebuilding the bridge for Baker over the River.
    - Show detailed access control design alternative in Kalispell.
    - More detail is needed about the three-lane section west of Whitefish.
    - Questions about two-lane versus four-lane bypass?

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Areas of "Apparent" Agreement

1. Separated bikepath where possible.
2. Inclusion of bypass in Kalispell with restrictive access control.
3. In Whitefish, preferred alternative is C(COUPLET-3).
4. In general, restrictive access control policy.
5. West of Whitefish, Alternative A(MEDIAN) is preferred (between Karrow and MP 129).
6. Between north of Stillwater River crossing and KM Road, A(MEDIAN) is preferred.

Areas Needing Resolution

1. Preferred alternative between MT 82 and Ball's Crossing.
2. Preferred alternative between Ball's Crossing and Kalispell.
3. Preferred alternative through Kalispell.
4. Preferred alternative between KM Road and Whitefish.
5. Median vs. turn-lane on Kalispell bypass.
6. Preferred alternative between Karrow and River (west of Whitefish). Three-lane or four-lane?
7. Other Issues:
   - Inclusion of grade-separated pedestrian crossing at Happy Valley?
   - Inclusion of split alignments?
   - Bridge over Whitefish River?
   - Frontage roads?

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Agenda
Somers to Whitefish West EIS
Eighth Advisory Committee Meeting
April 12, 1994

1. **Summary of Input Received From Others**
   - Public Hearings
   - Agency Meetings
   - Small Group Meetings
   - Letters
   - Hotline calls
2. **Advisory Committee Issues/Reports**
   - Landscape Maintenance
   - Safety
   - Economics
   - Right-of-Way
   - Construction Staging Plan
   - Whitefish River Bridge
   - Funding Situation
   - Detailed Access Control Plan
3. **Other Issues**
4. **Next Meeting**

US 93 Somers to Whitefish West EIS
Ninth Advisory Committee Meeting
April 23, 1994

The purpose of this is to record the minutes of the Ninth Advisory Committee Meeting held on the US 93 EIS project. The meeting was held from 9:00 a.m. to 4:00 p.m.

Meeting attendees were:

Gina McAfee	Kathy Bramer
Jim Lynch	Phil Lauman
Marshall Murray	Andy Feury
Shirley Schmidt	Bruce Boody
John Wilson	Tracy Crabtree
Bill Hedstrom	R.W. "Buck" Torstenim
Dick Sonju	Lee Ten Eyck
Fred Bente	Jim Browne
Jim Weaver	Tom Little
Mike Stocklin	Pam Kennedy
Joe Hart	Dale Paulson
Sandra Hayes	Mike Worrall
Marc Pitman	

Agenda:

1. Opening
   - Agenda Review
   - Ground Rules and Process
2. Updates
   - Recent Meetings
   - Follow-up Topics
3. Issues and Interests
4. Public Comment
5. Options for US 93 by Segment
6. Evaluate Options
7. Next Steps and Assignments

Summary of meeting:

1. Ground rules were discussed:
   - Public input will be taken but limited due to full agenda.

   - Limit debate -- be concise.
   - Move toward the "spirit of consensus."
   - Concern that consensus means 100% versus "70% solution."
   - Voting was discussed, if needed, and record of how each committee member voted.
   - Don't diminish anyone's concerns, don't interrupt.
   - Non-committee members are in attendance as observers, participants only during comment period(s).
   - Restate back -- if there is any question about what was said
   - Breaks at 1-1/2 hour intervals.
   - Be willing to differ -- listen and consider other's opinions.

2. Update of recent meetings:
   a. Wednesday, April 20
      - Rich Dejana organized meeting, somewhat divisive approach.
      - Need further consideration of safety issues -- unclear at discussions in this meeting.
      - Access to farmland -- concerns.
      - Impact of accessibility on businesses.
      - Right-of-way acquisition process may be delayed if access is limited.
      - About seven Committee members and MDT, C&B staff and about 30 landowners attended.
      - Property rights were an initial consideration and this needs to be kept in mind -- just compensation is a concern.
      - Co. Commissioners have accepted Phase I of the D.W., Inc. Master Plan goals:
        - Protecting private property rights.
        - Scenic highway management plans.
        - Proactive systems to guide development (highways, sewer, water).
      - Some property owners felt they did not have a chance to have their concerns heard.
      - Likely lawsuit -- process needs to stand up to suits.
      - Not sure if we've gotten all the comments we may really need -- early meetings were less controversial.
      - Need to reconsider criteria: safety, access, cost of construction (not vague costs), time to construct, maintenance cost, visual quality, maintenance of cost during construction.
      - Need to get back on positive track -- comments at this meeting were one-sided, not considering all issues (balance).
      - Concerns voiced regarding need to preserve farmlands.
      - Committee members noted much time and many meetings have allowed adequate time/opportunity to be heard.
      - Need to balance property owner concerns with all of the public that travels the highway (Valley residents, all traveling public).

- Property owners/committee members need to consider what is best for the entire community.
- Access to property to protect investment in the property.
- Misinformation on decision regarding recommended median.
- Uncertainty on type of median (raised, grass, trees) -- some felt a tree-lined median was proposed.

b. April 22 meetings south of Whitefish to MT 40.
- Owners felt they have not been heard.
- Overwhelming opposition to median.
- Same concerns as voiced at April 20 meeting.
- Tourist traffic is critical.
- Truck access -- large trucks is main concern, not especially customer traffic concerns.
- Safety -- emergency access.
- Opposition to frontage roads -- too closely spaced.
- Some comments that built-up business strip should be considered differently than south of MT 40 to Kalispell.
- Detailed concerns on truck turns, access to loading docks.

3. Comments about meetings:

- Committee members should make a recommendation now, before the May 2 deadline for public comment, in order to maximize the amount of input.

- Comment that public does not understand the use and maintenance requirements of the median and five-lane median area -- education needs to continue with public.

- Bruce Boody noted he has talked to individuals who are in favor of a raised median, noting how a center two-way left--turn lane does not work well and how a raised median with frequent access (similar to East Idaho in Kalispell) is preferred.

- Consensus that May 2 deadline should be extended. Andy Feury suggested a two-week extension with individual meetings to discuss specific concerns, readdress criteria.

- Public misunderstanding that median will have no breaks, requiring many miles of out-of-direction travel.

- Need more effort to let property owners know they have been heard.

- Possible need to reconvene the Advisory Committee to reconsider recommendation following final public comment (following news of recommendation).

- Consider a one-day session for landowners with many graphics and send letters to each individual property owner along the highway.

- Concern that commitments to individual property owners at this point may be premature. We could not commit to specific access/design decisions.

4. Landowners that sold property to MDT were told the highway would be a five-lane design. Individual meetings are necessary since the previous individual meetings with MDT negotiators only discussed a five-lane design.

5. Concern noted that newspapers have not accurately published the areas of "apparent" agreement of the Advisory Committee. Jim Lynch noted that the median north of the Stillwater River to KM Road would have several access breaks, frequent enough to provide property access.

6. Mike Stocklin noted there is a need for a press release to more accurately describe the Committee's actions.

7. Does the Committee need a legal advisor to better describe the ramifications of the process? Condemnations need to be addressed and if Advisory Committee has any liability.

8. Jim Weaver asked that we reconsider the areas of "apparent" agreement. He felt that he did not speak up at the previous meeting, thinking that he was the sole dissenting vote.

9. It may take two weeks to compile names/addresses, send mailings and public notices, and hold meetings with owners.

10. Montana has liberal condemnation process. MDT must prove that the improvements are in the public interest. Court process can be lengthy, discovery process, staff resources at MDT, can significantly slow down the process. Suit against the EIS would be against the FHWA. The Advisory Committee is not liable according to Jim Weaver and Marshall Murray. Four-lane versus five-lane need will be questioned.

11. No need to meet with property owners in downtown Kalispell -- no options.

12. Compensation will not be able to be discussed at the individual property owner meetings.

13. "Need criteria" redefined for "best" highway by segment.

14. Apply by segment.

Public Comment:

1. Lee TenEyck:
   - Summarized landowner concerns from April 20 meeting (copy provided to committee).
   - Owners felt they haven't been heard at public meetings that they have attended. Owners' concerns were in response to newspaper article.
   - Where are funds for construction coming from? Why define a preferred alternative that no one can afford.
   - Pleased that committee is concerned with landowner concerns.
   - Concerned that limited access is a form of "land zoning."
   - Specific access concerns need to be addressed -- trucks, farm equipment and emergency vehicles.
   - Stressed that owners will litigate to maintain five-lane design.
   - Delay to project will dangerously impact safety -- not the property owner's responsibility = if project is delayed by their litigation -- they have agreed to five-lane design during right-of-way negotiations.

2. Buck Torstensin:
   - What happened to 3,000 signatures (against the median)?
   - Tourism questioned -- not key travel purpose on road.
   - Main interest is getting point A to point B.
   - Pam Kennedy noted that earlier petitions, for or against the five-lane, may not be valid since the public has been educated through the process.
   - The petition indicates others than property owners are interested in the process.

3. Dick Sonju:
   - Stillwater River to KM Road -- landowners have agreed to five-lane design with previous MDT process.
   - Upset that more right-of-way is needed, more negotiation needed.
   - Need better definition of criteria -- fine tuned. Each landowner will have their own criteria.
   - Concerned with safety, maintenance, winter driving conditions, emergency vehicles.

   - MDT's previous right-of-way line already takes much of the Sonju landscaping -- any further right-of-way take will require Dick to sell to a "fast food" restaurant.
   - Concerned with access to home and business.
   - Pam questioned if total access was provided at Dick's property, would he still enter into the litigation to stop the median.
   - Landowners need to tell committee their needs and concerns.
   - Median is not the only issue -- cost, delay, additional right-of-way and maintenance are major concerns.

Jim Browne (near National Golf and Glacier Antique):
   - We are recommending a design, MDT does the engineering.
   - The design is very expensive.
   - Beauty of road corridor questioned -- this is a transportation corridor, visitors come to see lakes, glacier, not the road.
   - Letter received via Mike Stocklin.

Senator Phil Valarsky:
   - Need a safer corridor.
   - Any road is more pavement, which is inherently ugly.
   - Any litigation will add to cost of project.
   - Five-lane is an adequate design, extra funds can be better spent elsewhere.
   - Consensus can be reached for Four Corners to Reserve and move ahead quickly while other segments are still being discussed.

Letters from others via Mike Stocklin:
   - Jean Glubber
   - Ron Tripper
   - Others.

Follow-Up Reports:

1. Report distributed on bridges in Whitefish on 2nd and Baker over the Whitefish River.

2. Report distributed on bridge over Stillwater River north of Reserve.
   - Is there an appreciable difference in cost of one wide bridge constructed in phases or two separate bridges? (not much difference)
   - No cost for temporary bridge as previously proposed by MDT.
   - Could US 93 be regraded to utilize vertical profile of existing bridge and not require replacement?
   - Could one direction be at a different grade?

- Design criteria requires either replacement of bridge or lowering of approaches.
- MDT's previous study noted it was cheaper to build a temporary bridge and replace the existing bridge on the existing alignment.
- Decision on bridge should consider cost.

3. Report by Jim Boyer:
   - Construction Impacts
     - Reconstruction of highway through Kalispell and Whitefish requires total reconstruction -- new discussion to be added to EIS.
     - Five to six block segments of construction will have differing impacts to various types of businesses.
     - Special accommodations for certain types of vulnerable businesses will be needed during construction.
   - Impacts of Strip Development on Tourism
     - More attractive without strip development but probably not a major effect on tourism.
   - Impacts of Strip Development on Cost of Services
     - Strip development much more expensive, especially when dispersed, to serve with sewer, water, police, fire.
   - Impacts to Whitefish Stage and Farm-to-Market Road may be less with the five-lane design than with a divided highway.
   - Cross-overs and transitions of divided highway will have greater construction impacts.
   - South of Kalispell -- all widening is to the east with either alternative.
   - Impact of road on quality of life is a concern -- perception of how and where people live -- not addressed in the EIS. Text from the CPC Study could be added to the EIS.
   - Strip development will be controlled by County zoning, not the median.

Issues and Interests:

1. Issues and Interests were discussed and listed by PAC members:
   - Long-term solution (50 years or more) (e.g., access solution - five-lane is not an accessible solution)
   - Maintain and enhance the area with the highway design.
   - Safety.
   - Maintenance -- summer and winter.
   - Prevent increased strip development.
   - Efficient, free-flowing highway -- few traffic signals between Kalispell and Whitefish.
   - Sensitivity of public's view of cost of project.
   - Individual property rights.

   - Construction cost impact on timing/schedule of construction.
   - Keep construction cost down.
   - Maintain access to developed properties.
   - Divided highway may result in high rate speeding (like on an interstate).
   - High visual quality.
   - Construction design and phasing to limit traffic diversions during construction.
   - Effect of increased population and employment resulting from improved access.
   - Small construction packages to benefit smaller local contractors.
   - Balance costs against long-term needs.
   - Accommodate alternative transportation (bike and pedestrians).
   - Include special gateway treatment.
   - Meet needs of agricultural equipment movement.
   - School bus travel and school children crossings.
   - Effect on emergency access and emergency vehicle travel.

2. Criteria were briefly discussed:
   - Meeting purpose and need, under four major categories:
     - Transportation
     - Environmental
     - Community/economic
     - Construction

3. FBIA has stated in a letter to Dale Paulson that they support a five-lane alternative. Mike Stocklin indicated their group would consider a combination of alternatives if the issues listed in the letter can be addressed by the median concept.

4. MDT owns right-of-way necessary for either design from Somers to Ball's Crossing, but additional right-of-way is needed for frontage roads, etc.
   - Five lanes through Kalispell -- right-of-way is available.
   - Three blocks south of courthouse -- Parks Department has noted that trees are not worth savings and should be replaced and set back from road -- right-of-way is available.
   - MDT has acquired all but five parcels of land north of FVCC to MT 40 for five-lane design.
   - FVCC to Stillwater River is not certain.
   - MT 40 to Whitefish -- generally right-of-way is available for either design.
   - 1/4 to 1/2 mile south of Ball's Crossing needs to be five-lane due to heavy trucking development.

Tentative Agreements:

1. MDT would agree, as part of a compromise, to a depressed median (natural grasses, no trees) from Somers to about 1/2 mile south of Ball's Crossing (Rocky Cliff) just south of MP 108. This includes possible design options to frontage road from Fir Terrace to Forest Hill. Costs are not substantially greater -- and they include frontage roads and median all the way to Ball's Crossing. PAC tentatively agreed, pending further input from property owners and more fine tuning of cost estimate differential.

2. Rocky Cliff to Airport Road -- five lanes recommended. Zoned for industrial development and highly developed for large trucking industries. Truck movements would make a raised median difficult to function properly. MDT planned to start curb and gutter at Cemetery Road north into Kalispell, landscaping along curb and sidewalk north of Cemetery Road would be included. Painted median width could be two to four feet wider for future raised medians. Landscaped entryway treatments including roadside landscaping need to be included. Billboards need to be removed from right-of-way to be acquired. Consolidation of access needs to be considered but MDT needs flexibility in negotiations. Strict goals but flexible requirements. Wider sidewalks north of Cemetery Road needed instead of separated bikepath.

3. Bikepaths along entire route.

4. Restrictive access control with flexibility.

5. Other discussion:

   - Gateway treatment concepts need to be developed.

   - Need education of public on use of five-lane. MDT did news releases in Libby for first five-lane in area. Need for proper signage for two-way left-turn lane.

   - Airport Road to south of courthouse -- still in question regarding the "historic trees."

   - Not clear if Center Street to one block north of Idaho Street median and reconstruction of pavement, including US 93/US 2 intersection improvements, is addressed in EIS. It probably should be included in the EIS.

   - Idaho north to Grandview -- no median modifications addressed in the EIS (however, median changes were recommended in the Kalispell Transportation Study).

   - Grandview to Reserve is not yet urbanized and would not allow for a raised median until speeds go down with future urbanization. Five-lane with option for raised in future.

Next Steps:

1. Discussed round of meetings with landowners:
   - Public comment period will be extended two weeks to May 16, 1994.
   - Two days, all day long available at Cavanaugh's.
   - "Appointments" made in 1/2-hour blocks with individuals.
   - Individual invitation letters to be sent to property owners.
   - Need to draw 50-scale maps of entire corridor.
   - Need five-lane alternative with access consolidation drawn for Ball's Crossing to Airport Road.

2. Several Advisory Committee members met afterward to prepare the press report. This is attached.

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Report from Ninth Advisory Committee Meeting
US 93 Somers to Whitefish West EIS
April 23, 1994

To make sure we are addressing landowner concerns, we have extended the public comment period on the DEIS to May 16, 1994.

In addition, we are setting up two days of scheduled appointments with interested landowners to discuss individual concerns about all alternatives. These will be:

- May 4, 1994 at Cavanaugh's
- May 5, 1994 at Cavanaugh's

Call 862-1388 to leave a name and telephone number and we will call to set up a time to meet.

In addition:

- Additional public comment was taken from landowners from KM Road to Reserve Drive.
- The Committee discussed criteria for deciding on alternatives.
- The Committee reached tentative agreement on:-

  a. A(MEDIAN):
     - Somers to just south of Ball's Crossing.
     - With modification of frontage road.
     - Grassy depressed median.

  b. A(TURN-LANE):
     - Just south of Ball's Crossing to Airport Road.
     - Wider turn lanes to allow for possible future median.
     - Special gateway landscaping along side.
     - Urban section (curb and gutter) from Four Corners to Airport Road.
     - Consolidation of access where possible.

  c. Separated bikepath.

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Meeting Minutes
Somers to Whitefish West EIS
Ninth Advisory Committee Meeting

The purpose of this is to record the minutes of an Advisory Committee meeting held on May 17, 1994. An agenda for the meeting is attached, as are handouts used.

Meeting attendees were:

Gina McAfee	Joe Hart
Andy Feury	John Wilson
Jim Weaver	Bill Hedstrom
Duane Lewis	Fred Bente
Mike Worrall	Pam Kennedy
Bruce Boody	Shirley Schmidt
Tracy Crabtree	Marc Pitman
Phil Lauman	Kathy Bramer
Jim Lynch	

A summary of major discussion which occurred was:

1. Whitefish City Council met recently indicating reconsideration and continued support for Alternative C-3.

2. Official comment period ended May 16.

3. EPA letter received supporting A(MEDIAN) and opposed to Kalispell bypass.

4. Received letter from the fire department supporting A(TURN-LANE).

5. Described example concerns from property owner meetings (summary of topics in handout):
   - Altenburg property -- need for cattle crossings and machinery crossing. MDT would not recommend an emergency access unless designed for full turns, turn lanes, since the median opening will be used by all highway travelers.

   - Property south of MT 40 -- need for full turn access -- combined access would only preclude neighbors from full turn. No feasible solution appears to answer property owner concerns for "reasonable" access.

6. Handout distributed summarizing comments from the Highway Commission meeting held May 11, 1994. Concern that restrictive access is essentially a taking of property rights. Agreed that final Advisory Committee position will be discussed with the Commission prior to completing the FEIS. A letter has been written but not yet received from the Commission summarizing their concerns. The Commission is supportive of the EIS process and does not want to jeopardize the

Advisory Committee's work. The Commission's August meeting is typically in Kalispell. Advisory Committee members are encouraged to attend the Highway Commission meeting when the position is discussed.

7. Jim Weaver noted again that he speaks for himself and not the Commission in his role on the Advisory Committee.

8. The number of people participating in the public process is above average and worked to better educate the public on the issues related to the project.

9. Previous agreement reiterated:
   - MT 82 to Rocky Cliff Road - A(MEDIAN) - with appropriate access to meet landowner concerns voiced at meetings with property owners.

   - Rocky Cliff Road to Airport Road:
     - Five-lane design.
     - Median area wide enough to accommodate a median in the future.
     - Shoulders south of Cemetery Road, curb and gutter north of Cemetery Road.

10. Whitefish City Council looked at all six alternatives in Whitefish and concluded C-3 is best for the following reasons:

    - 7th Street bridge has been previously considered by City and is a definite benefit for City traffic circulation, and provides good access to Whitefish schools.

    - Growth to south is recognized.

    - Four-lane on Spokane is not reasonable.

    - A three-lane concept on Spokane may cause driver confusion.

    - Need for mitigation for trucks on Baker -- need to consider a one-lane southbound for trucks.

    - A 136-signature petition was received but Whitefish Council reconfirmed their support of C-3.

11. MDT is concerned with the cost of C-3 and potential delay to project. City Council realistically considers Whitefish improvements long-term, knowing improvements won't happen for at least ten years.

    - MDT feels C-3 is not a cost reflective solution, and favors Alternative C-1.

    - Alternative C-3 has less out-of-direction travel.

    - Alternative C-1 would have greater impacts to other City streets.

    - Residents believe C-3 would take north/south traffic off of Spokane (diverted to Baker).

    - Whitefish plans to abandon the diagonal portion of Baker once the road is extended south.

    - Couplet C-3 was supported by "70%" of the Advisory Committee -- with Marc Pitman and Jim Weaver (and potentially others) opposed.

12. West of Whitefish - The median alternative between Karrow and west of Lion Mountain Road was discussed. Left-turning pockets for the ranger station, border patrol and private residences were recommended. Operational problems with a two-lane median divided road were mentioned by Jim Weaver. Whitefish's loss of character was mentioned -- and the desire to use the median to enhance the community. A gateway treatment eliminating utility poles and planting trees could be considered instead of a raised median. A raised median may only look good if irrigated and heavily planted and maintained. MDT is not interested in this level of median maintenance. Median maintenance may be provided by the Golf Association, Whitefish Parks Department (maybe Grouse Mountain Lodge) at this location. A 73-lot subdivision is planned north of Lion Mountain Road just west of the golf course and pedestrian activity along and crossing the road can be enhanced with a median. Operational problems of U-turns are a concern if frequent left-turn opportunity is not provided. Concern voiced regarding liquid deicer and the impact on plant materials in the median.

    The Committee agreed to a raised median, as long as maintenance responsibility could be worked out and with left-turning pockets.

    From Karrow to the Whitefish River, a three-lane alternative was preferred. An urban treatment with curb and gutter, detached sidewalk and storm drainage is recommended. "Boulevard" (roadside landscape) treatment should also be considered.

13. Whitefish River south to MT 40: City Council of Whitefish has previously stated that a median is recommended. Projected traffic of 35,000 vpd would be better accommodated by a median. Sufficient right-of-way exists for wide median. Shared access already exists and functions well. Baker extension will provide opportunity for circulation "around the block" if full turn access is not provided.

    - MDT comments:
      - Narrow median area (four-foot width) is not landscaped and will not look good.
      - Dealing with business owners and providing cross access easements will be difficult. Even though right-of-way width exists, access agreements still need to be worked out.

- Lighting of area will be required.
- Maintenance of area is a concern - four-foot medians are driven over.
- Level of service not significantly affected by median construction when drives are widely spaced.

- Other comments:
  - Projected traffic far exceeds the MDT policy of consideration of median at 20,000 to 25,000 vpd traffic volume.
  - Restriction of access will increase level of service to accommodate projected traffic.
  - U-turns are difficult to make at high volumes of traffic.
  - Truck access needs to be considered to all properties.
  - Vegetated medians -- who will maintain plantings and irrigation?
  - No organized group identified to maintain the median areas. City of Whitefish may need to commit to maintain.
  - Compromise might be to build median area wide enough to construct median at a future date when volume warrants, and traffic redistributes following Baker extension.
  - Whitefish needs median to help promote unique image.
  - Whitefish city budget may not afford median maintenance.
  - Delay in construction of median will only increase issues of access as traffic volume and increased development continues.
  - Urban treatment (curb and gutter) recommended.
  - Implementation will be delayed by lengthy legal work with property owners.
  - Lighting and long-term power bill would be additional cost of median.
  - Without median, only lighting at intersections may be MDT's recommendation.

- Consensus of group (not unanimous)
  - Median should be recommended if maintenance agreements can be worked out.
  - Proper access needs to be provided to all properties, whether by combined access, Baker extension, additional median openings, limited U-turns.
  - Specific design features of median are important (proper plant material, hardy irrigation).
  - Agreement to "foot the bill" for roadway lighting could be considered.
  - Urban treatment with separated walk and "boulevard" trees should be considered. Separated area between curb and walk is important.

14. South of MT 40 to KM Road: If a median is chosen, full turning movement access would be needed at Diamond K. Concerns with a median:

    - Increased costs with a wide asphalt area.

    - Need to remove trees in front of the North Valley Refuse area.

    - Legal problems associated with the need to renegotiate.

    - Difficulty of providing for needed truck-turning movements.

    - Likely need to provide for truck U-turns.

    Would access need to be renegotiated with a five-lane? The Commission has expressed a concern about access control -- which is (in their minds) a form of land use control. Advantages of the median:

    - Pedestrian refuge provided by median in Happy Valley area.

    - In the Happy Valley area, the median is offset to the west away from the residents.

    A pedestrian and bike underpass could also be considered. Its use would have to be forced -- and in an area with a lot of access -- it could not be fenced. Another likelihood is that a signal will be installed to accommodate pedestrians.

    Should include realignment of roads in Happy Valley area.

15. Between Stelle Lane (approximately) and KM Road, consider a median alternative. The main advantages are aesthetics, limiting access and minimizing pedestrian safety problems.

    - With appropriate traffic lights -- when warranted.

    - With a median break at Diamond K.

    - Off-setting to west.

    - Forest Hills intersection realignment.

    - Possible consideration of truck U-turns if necessary.

    There are a significant number of property owners who have expressed a major concern with the median alternative. A majority of the committee concurred with this recommendation.

16. Between Stelle Lane (or where access is an issue: approximately MP 124) and MT 40 -- there are a lot of closely-spaced driveways. The five-lane makes sense. Consolidation of driveways should be considered where possible. This was supported unanimously.

17. KM to MP 117: One issue with the median is for farm equipment crossings. If we move the road to the east -- will there be less right-of-way and less resistance? What is the trade-off between construction cost savings of the existing pavement

and increased right-of-way cost? One of the advantages in this area is that there are relatively few access points and agricultural land to be preserved. Characteristics of median in this area:

- Access points - provide existing accesses.
- Accommodation of farm equipment where needed.

The median alternative was supported by a majority of the Committee.

18. MP 117 to Grandview -- the median alternative would make sense north of Grandview because it would be an entrance to Kalispell - and the state lands property is the only property along the west. Another idea is a five-lane with roadside landscaping for a gateway type treatment, since south of Grandview is a five-lane.

    - Wide enough to accommodate a raised median at a future date.

    The five-lane was supported unanimously.

19. In Kalispell:

    - We should not cover Main and Idaho in the EIS.
    - Airport to Courthouse: four-lane. If we can put in a left-turn, put it at 12th (or before 11th).
    - For bypass: consider four-lane at the southern end. Consider two lanes phased in initially:
      - Add left-turns at intersections.
      - Buy enough right-of-way for divided with depressed median.
      - Purchase all access rights.
    - On bypass, north of US 2 consider purchasing enough right-of-way for median.

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Agenda
Somers to Whitefish West EIS
Ninth Advisory Committee Meeting
May 17, 1994

1. **Project Update**
   - Comments received
   - Landowner meetings May 4 and 5
   - Highway Commission meeting
2. **Review Previous Tentative Agreements**
   - MT 82 to Airport Road
   - Separated bikepath where feasible
   - Restrictive access control with flexibility
3. **Discuss Remaining Areas**
   - Through Kalispell
   - On bypass: median or turn-lane
   - Grandview to Reserve
   - Reserve to KM
   - KM to MT 40
   - MT 40 to River
   - In Whitefish: COUPLET-3?
   - West of Whitefish: three-lane (river to Karrow) median (Karrow to GML)
4. **What Next**

Somers to Whitefish West EIS
Summary of Highway Commission Meeting
May 11, 1994

A presentation on the Somers to Whitefish West EIS was made to the Highway Commission on May 11, 1994. A handout used at the meeting is attached.

The major items of interest to the Commission were:

- Construction cost overall, especially costs for "special" items, like removing the culverts in the Whitefish River and replacing them with a bridge.
- Comparative maintenance difficulties and cost.
- When is it appropriate for them to take action on the FEIS?
- Concerns about a restrictive access control policy.

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Somers to Whitefish West EIS
Update for Highway Commission
May 11, 1994

Status of Project:

- Draft EIS available mid-February.
- Comment period over May 16, 1994.

Comment Received To Date:

A. Form of Comment:
- Three public hearings (180 people).
- Meetings with general area groups (80 people).
- Meetings with US 93 landowners (160 people).
- Telephone calls on hotline (114 calls).
- Written comments (125 letters).
- Agency meetings (15 people).

B. Nature of Comment:
- Majority (85% to 90%) of letters and phone calls are in support of four-lane divided highway (future land use, consistency with land use planning, preserve beauty of area).
- Public hearing response split 50/50 between four-lane divided and five-lane highway.
- Majority of meetings with general area groups are in support of four-lane divided highway.
- Virtually all meetings with US 93 landowners are in support of five-lane highway (less right-of-way required, fewer access restrictions).
- Support for separated bikepath.
- Support for bypass of Kalispell area.
- Some support for restrictive access control -- with flexibility.
- Support for special design concepts (scenic turn-out, community gateways, bridges which allow for pedestrian and bicycle facilities underneath highway).
- Support for Seventh Street bridge in Whitefish.

C. Official Group Positions:
- Advisory Committee (tentative recommendations):
  1. Support for separated bikepath.
  2. Support for Kalispell bypass.
  3. Support for restrictive access control (with flexibility).
  4. Support for A(MEDIAN): Somers to Ball's Crossing.

5. Support A(TURN-LANE): Ball's Crossing to Airport Road.
6. Support for Whitefish Couplet with Seventh Street bridge.
7. Support for A(MEDIAN): North of Stillwater River to Km Road (recommendation in earlier meeting: may be revisited).

- Whitefish residents -- petition with 100 signatures -- opposition to Whitefish couplet.
- Flathead Business and Industry Association -- support for A(TURN-LANE).

D. Other Issues:

- Need for air quality mitigation in Whitefish.
- Need for Section 4(f) mitigation west of Kalispell.
- Need for wetland mitigation.

Process and Schedule From Here:

1. Receive and evaluate remainder of comment.

2. Meet with Advisory Committee: May 17. Intent: Develop recommendation for preferred alternative. The Committee is fully aware that their recommendation will need to be approved by the Commission and by FHWA. The Committee has discussed their role, which is to advise the decision-makers. The Committee represents a balance of different interests in the Valley and has discussed issues such as funding and scheduling.

3. Meet with Highway Commission.

4. Prepare Preliminary Final EIS, which will evaluate the impacts of a preferred alternative: end of June.

5. Obtain comment on Preliminary Final EIS.

6. Prepare Final EIS: end of September.

7. FHWA Record of Decision, which officially adopts preferred alternative: end of October.

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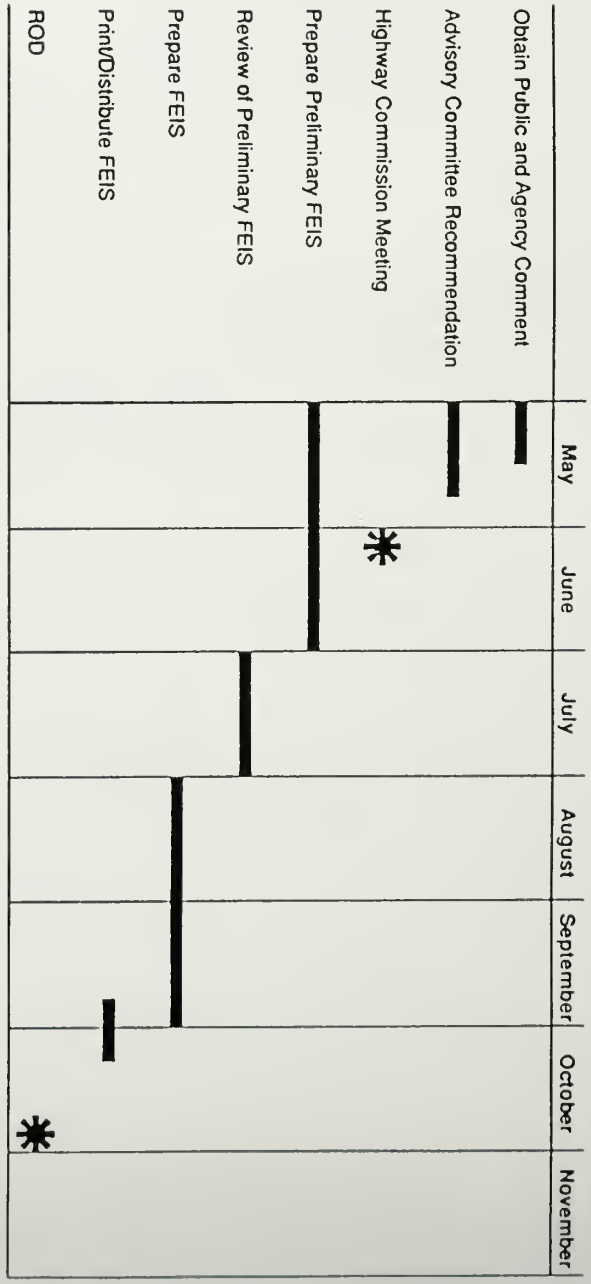
SCHEDULE
Somers to Whitefish West EIS



Meetings With Groups and Individuals

Meeting Notes
US 93 Somers to Whitefish West EIS
Property Owner's Meeting
April 20, 1994

A meeting was convened on April 20, 1994 by US 93 property owners between KM Road and Reserve Drive. The meeting was held at the West Valley Fire Hall. A sign-in sheet is attached.

Following are comments received at a meeting held with property owners on April 20, 1994.

1. Trees or median or shrubs will cause severe drifting -- northeast prevailing wind. Most east-west roads will be closed in storms. Whitefish Stage will not be available for alternative access. Anything that will act as an obstruction will cause drifting.

2. John Wilson stated that trees were not planned for median -- grassy median would not drift.

3. Bill said highway was built up in 1955 because of drifting. Stop signs can cause drifting -- 8-9 foot drifts.

4. Visual effect is main point for median -- impact -- influences tourism.

5. What is the justification for the median?

6. John said that no decision has been made.

7. Lee Teneyck: Article did not show that people's concerns were heard. Gina didn't know her name or about the petition.

8. Buck Torgenson: Small group controlling. Committee's don't care what individual business issues are. "Trying to bulldoze over people."

9. Dick: Special interest groups cannot dictate. Landowners have tremendous amount of power.

10. Land was sold willingly for original design -- don't ask for more.

11. Question to Jim Weaver: Is long-range plan for US 93 to be an interstate? Answer: No -- it will not be required to be designed to interstate standards.

12. State takes land at what they think it is worth -- median is absolutely asinine -- cost.

13. Baucus didn't talk to everybody. Ill-advised decision.

14. Rich said that Senator Baucus will listen -- Tracy Crabtree confirmed this.

15. May 2nd was identified as the end of the public comment period.

16. Pam Kennedy: Trying to take all comments/interests concerns will become part of the decision. We are here as friends -- not to do damage. Nothing has been eliminated yet. Newspaper article stated consensus going into Saturday. Advisory Committee consensus is not Carter & Burgess recommendation. Advisory Committee will bring forward concerns of people in each area.

17. Property owners were not contacted. Some people were not able to attend public meetings.

18. Question: Who will decide? Answer: Carter & Burgess will make recommendation. Federal Highway Administration will make final decision.

19. Newspaper article was confirmed -- Advisory Committee reached consensus on median.

20. Question: What makes medians better? Pam's answer: Accidents, safety issues, visual, strip development. EIS was not done for original design -- EA was done.

21. Rich: Read 4-30 accident tables. Does not support one alternative over another.

22. How does median (split median) preserve farmland?

23. Dick -- summary:
    - Five-lane was acceptable to majority (98%)
    - Special interests changed this.
    - Land owners have "trump" card -- sue.
    - Accidents increase on divided highway (according to insurance company).
    - Safety of highway -- something that must be done soon.
    - Divided highway is effectively "zoning" the adjacent property.

24. Land owners will not sell farmland for business.

25. How will turning farm machinery negotiate median?

26. What is better about median?

27. Not all owners were contacted or were involved. Older farmers/owners not used to process.

28. Need limited access frontage road. Use of intersections to get into traffic.

29. Where do turning cars go with median? Median breaks?

30. Glacial memorial gardens owner needs limited access and does not want more right-of-way taken.

31. Don't like median because of out-of-direction travel for left turn.

32. Supports median because of strip development.

33. Rich Dejana:
    - EIS evaluates things, Sometimes shaded.
    - Take matters into your hands.
    - Median takes farmland.
    - Median encourages dense development.
    - Prettier to put in median (cynically).
    - EIS says median is a _____.
    - Environmentally, median is not source.
    - Advisory Committee represents people.
    - Property owners can fight it legally with right-of-way condemnations.
    - Advisory Meeting -- if meeting is closed there will be severe consequences.
    - Meeting at Cavanaugh's at 9:00 a.m.
    - Easiest solution is to tell Mr. Weaver that they will not negotiate with you.

34. Lee Ten Eyck:
    - Want road improved.
    - 3,000 signatures -- what happened to it?
    - What is the feeling of majority of property owners?
    - Can't approve four-lane.
    - Need to know your concern.

35. Dick Sonju:
    - Main concern -- access to homes, business or property.
    - Can't afford to give them more land. They will renegotiate for right-of-way.
    - What is additional costs? All of these concerns add up.
    - Maintenance is a big issue.
    - Meeting on Saturday -- can't invite people, but can't exclude people.
    - People can't go to public meetings because they have to work.
    - None of the committee members talked to the land owners.

36. People with money are on committee and drive the process.

37. Question to Jim Weaver: Is 93 on interstate system. Answer: No.

38. Carl Andrews owns property. Never done anything but go to meetings about it and pay taxes. State said I had to sell it and will tell you what we will pay.

39. A median is absolutely asinine.

40. We were going along really well and a few people got to Baucus. He only took information from a few people. Majority does not want a divided highway.

41. Median will be more hazardous. Median will impair safety with snow. If ambulance can't get through who are we going to sue? EIS is biased because nobody asked them. He is a weatherman in Kalispell. Wind will blow snow with median to cause drifting. Prevailing wind is out of the northeast. All of the east-west roads get closed first in the city. Most severe weather occurs between College and 40.

42. If grass grows it will catch snow to drift. If it is cut short it will minimize drifts but not minimize it.

43. Medians have more accidents according to statistics.

44. We are talking about people who have their own agendas.

45. Visually is the only argument for median.

46. Visual impact of median minimal.

47. There is a small group of people who is getting listened to.

48. Zoning is an issue to control growth. Private property is private property. Need controlled growth.

49. Can't afford to give them any more land.

50. Can't have special interest groups dictating process. Those are the one's that go to meeting.

51. Landowners have tremendous amount of power.

52. People were willing to give land for safe highway, but can't give any more land.

53. Don't they have to prove need to put in median? Yes they do to condemn.

54. What is cost of lawsuits? The cheapest route is to let it go through and fight it on condemnation.

55. If MDT does not use it, it will go back to property owner.

56. State of Montana did not stop the project.

57. Concerned about farmers having to go around median to get to property.

58. Farm equipment -- won't work with median.

59. Was any consideration given to winter conditions?

60. Median is a crappy idea.

61. Split alignment will take our land and leave us with a useless size parcel left.

62. Need to have field entrances to get into fields at several locations.

63. Need to have enough length with cross-overs for traffic and trucks to park while waiting in the middle.

64. Would like to suggest a grade separation at Reserve and Church to answer problems with high volume of traffic.

65. Anna Jones, 1631 Howell Street, Missoula, Montana 59801, 406/549-2980. How much right-of-way under four-lane (not separated) will be required? Get back to her. Original homestead dictated five acres.

66. Race track owner concerned when race gets out. It happens all at once.

67. The race car rigs are big and stack up to enter track. This needs to be considered with sizing left turn lane.

68. Need an opening on Schrade for and opening for field entrance. Need to get in all sorts of field equipment.

69. Bill Hedstrom:
    - Petition was delivered to the Highway Commission.
    - In defense of Baucus, he is key to getting this through. He will come back to us with funding.
    - Encouraged people to go to Advisory Committee meeting.
    - Consensus at this group tonight should go to Advisory Committee.

- This district (fire) has a major concern with left turn access. Supports five-lane design.
- Concerned about drifting.
- Concerned about tight tax dollars -- maintenance will cost money.

Major issues/concerns:

1. Additional loss of land.

2. Safety -- accident statistics do not support one alternative over another.

3. Weather factor -- drifting snow -- median will make problem worse.

4. Access of farm equipment -- difficulty in U-turning.

5. Special interests -- small groups controlling majority.

6. Why is median alternative better?

Handouts filled out at the meeting are in the project files.

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Carter · Burgess

Meeting Minutes Roster

Project: Somers to WF EIS

Purpose:

Date Held: 4/20/94

Location: West Valley Fire Hall

Name	~~Organization~~ Address	Phone No.
[illegible]	4150 Hwy 93 N	257-0128
Betty Van Alstine	228 W. 4th St. Whitefish	862-2253
[illegible]	1631 Howell St. Missoula 59802	549-2880
Yvonne Warner	120 Schrade Rd Kal	752-3082
Pat Warner	120 " " " "	
Ronald "Buck" Torolenson	Bus. 4040 Hwy 93 North Kal - Home 2998 Whitefish Stage	752-2618
[illegible]	Box 233 Somers	844-5407 752-2832
John Wilson	Public Advisory Committee	
Marilyn Hedstrom	3375 Hwy 93 N	756-7262
Glenn Maurice Gardner	Box 457 Kal	752-2832
Richard A. Bergen	2402 Hwy 93 N.	752-4253
Ida Schroeder	3118 Whitefish Stg.	752-3378

Meeting Minutes
US 93 Property Owners Meeting: Mountain Mall
April 22, 1994

The purpose of this is to record the minutes of a meeting held to discuss a possible access plan associated with the A(MEDIAN) alternative. The meeting was held at the Mountain Mall in Whitefish.

Meeting attendees were:

Dave Jamieson	Shirley Schmidt	Dennis Rasmussen
Bob Depratu	Kathy Bramer	Roy Duff
Roy Duff	Gina McAfee	Mike Worrall
Mark VanNyhuis	Dave Morris	Erma Rocksund
Harold Lietz	Michael Morton	Howard Wood
Arnold Sandefur	Terry Schend	Randy Erickson
Eileen Sandefur	Mike Rinaldi	Ethelyn Dalen
Eileen Kane	Mark Morris	Harold Dalen
James Kane	Robert & Bonnie West	Melvin Norgaard
Joe Hart	Dale Paulson	

General discussion which occurred was:

1. Support the C(COUPLET-4) alternative -- not sure the Seventh Street bridge is worth the extra money.

2. Need to accommodate approximately six trailers moving in and out from the Greenwood trailer park. This park also accommodates a RV Park in the summer. The road at the back of the park is very narrow. Another idea is to have many breaks in the median across from the park.

3. The people who support the median alternative are those who do not own property along US 93.

4. Talked to 20 people who said they do not want medians:
   - Maintenance is a problem.
   - Where is the snow going to go?
   - Where are the trucks going to go?

5. Let's get along with a five-lane design.

6. We can't afford the additional expense of a median.

7. The manager of the Conoco and the Safeway do not support the median -- they feel that it would place them at a competitive disadvantage.

8. Advantages of a median are:
   - Safer because of driveway consolidation.
   - Easier left-turn access.
   - Easier to possibly warrant future signal.
   - Better defines the roadway -- less stressful.
   - Capacity is generally higher -- traffic does not slow down to make turns.
   - Aesthetics.

9. We are skeptical of studies -- the last study said 60% were in favor -- and that was not true.

10. Are right-of-way costs included? Response: Yes.

11. Has the Fire Department expressed a concern about the median?

12. Is the Advisory Committee a balanced group?

13. How will medians affect snow removal -- will the grass and shrubs result in more drifting?

14. From MT 40 north -- the highway performs two functions:
    - Move people safely.
    - Access business

    The median makes the second function of the highway very difficult.

Discussions with specific business owners which occurred was:

1. The Baker extension (to the Mall) would take a lot of pressure off US 93.

2. Big Mountain Glass gets three semis a month -- attached.

3. Safeway -- need the redesigned Baker to mitigate median development.

4. Carpet Studio -- get 10 to 15 large trucks a week; need no median. Maintenance and expense is too great. Eliminate right turns on red to decrease traffic congestion. Frontage road good idea but does not go far enough.

5. Jim Baker, Conoco -- Straighten out Baker to relieve congestion at weird intersection (current Baker).

6. Dalen -- extend Baker all the way down to NAPA Auto Parts behind Safeway.

7. Larry Schend -- car wash -- median or frontage road would take away his staging area. Painted median would work okay for emergency vehicles and could be changed if needed over time. Good for snow removal.

8. Mobile home park (Greenwood) can't maneuver mobile homes in and out with median.

9. Should consider property owners more than anyone else.

10. Bottom line is that 20 business owners and that they don't want medians, period. Where is snow going to go? Where are trucks going to turn? No one wants the median in this area -- let's get on with it.

11. I don't see any petitions pushing a divided highway.
    - They are a small organized group.
    - Does not see any clear number of people who support it.
    - Original intent of MDT was a five-lane design.

12. There have been roads with medians that have been taken out.

13. Trailer park (Greenwood) all of trailer residents don't want a median.

14. Howard Wood -- against decorations in the middle.

15. $3 million more for median: don't need it.

16. Mike's Conoco -- wants access for customers for both directions.

17. Mike, Safeway -- median creates unfair business disadvantage. What are advantages of medians? Joe explained.

18. Why is there all of this work to come up with this decision?

19. Why can we not get on with this. We have been attending meetings for three years and we keep coming up with the same solution.

20. There is a distrust because we see a clear majority and we cannot get clear majority.

21. Bob Depratu -- there is a concern as business owners of increased costs and tax money. The process goes on and it costs more and more money.

22. Par 3 -- They don't have all of the right-of-way. This is why we don't trust the study.

23. Are right-of-way costs included? Yes.

24. Why are other projects able to go without this EIS? Gina: Because of the level of public controversy.

25. Herald Autobody -- If they put medians I would have to go to MT 40 and pull and U to go to Whitefish.

26. Fire Department has expressed strong sentiment against median.

27. How many people on Advisory Committee are five-lane versus four-lane? How were they selected?

28. How is snow going to be handled?

29. Sand and salt in the median will kill the plants.

30. Doesn't there have to be a preferred alternative in the DEIS? Not necessarily.

31. Mike, Safeway -- from MT 40 highway will (1) move people safely, (2) access businesses, a median would severely restrict that purpose of the highway.

32. Dick Wright, Wright Furniture -- he has more tractor trailers and to drive up to Depratu's would cause a problem with turning into the property. Depratu has 500 to 900 cars/day. 80% volume comes in from Kalispell. Average sale is $1,000. He is afraid he would lose business. He would like a median opening for Depratu and Wright. Wright average 15 rigs a week.

33. Perhaps could realign Park Knolls Estates to line up with one of the drives.

34. Wants to maintain business but is not against the concept of a median in general.

35. Depratu could lose display area with combined access.

36. Narrow median used to exist north of MT 40. Cars would hit median -- hard to see, dark.

37. Would MDT plow frontage roads? Time/cost? Frontage roads would be plowed last.

38. Median south of MT 40 is good.

39. Would factory mall affect frontage road?

40. Property behind First Baptist pulls large -- concerned with turns.

41. Carpet Studio -- backs large trucks into business -- blocks highway.

42. How to tell traffic where to turn onto frontage road?

43. Frontage Road intersections are a concern.

44. UPS won't make as quick a delivery to TV shop -- now 11:00 a.m. -- 2:00 in future if first into town.

45. Where will MDT plow show to?

46. Semi's back into Big Mountain Glass -- block highway. Not feasible with frontage road. Terry Schend (Auto Wash) lets trucks deliver across his property in rear of Big Mountain Glass).

47. Baker extension is a good idea.

48. C(COUPLET-3) is not a good idea. Semis on Baker is a major impact.

49. Columbia Avenue extension is a good idea.

50. Elderly may be confused by median openings.

51. Farm equipment crossing at turn for First Baptist Church.

52. Grass median will be feeding area for deer, moose, turkeys.

53. Need long no-passing zones for Farm-to-Market improvements to reduce passenger car traffic volume of bypass and encourage route as truck route.

som0425m.5gm

Meeting Minutes
US 93 Somers to Whitefish West EIS: Meeting at Depratu Ford
April 22, 1994

The purpose of this is to record the minutes of a meeting held at Depratu Ford to discuss the A(MEDIAN) alternative.

Meeting attendees were:

Dale Paulson	Eileen Kane
Gina McAfee	Larry Koritzky
Joe Hart	Al Burker
Mike Worrall	John Austin
Marc Pitman	Gloria Austin
Bob Depratu	Dan Brown
Bart Depratu	

Discussion which occurred was:

1. Bob Depratu handed out a copy of traffic counts that were done recently (attached).

2. A full-turn access between Par 3 and Diamond Jack was discussed and considered generally acceptable.

3. The need for semis to turn around was discussed.

4. The loss of Depratu Ford's showplace is of concern. It would wipe out most of the parking area to accommodate circulation for trucks.

5. Most of the property owners in this area do not support a median.

6. The Fire Department has concerns about loss of emergency vehicle access.

7. This area of Whitefish is a logical place for businesses to locate and the five-lane alternative serves these businesses best. A highway like US 2 would be fine.

4/15/94	South Driveway	292
	North Driveway	560
4/18/94	South Driveway	268
	North Driveway	660
4/19/94	South Driveway	231
	North Driveway	522
TOTAL		2,533

som0425m.6gm

6331 Hwy 93 Box 1217
Whitefish, MT 59937
406-862-2511
Montana Toll Free 1-800-735-6383

DATE 4-15-91

NORTH DRIVEWAY ____

SOUTH DRIVEWAY X

TIME OF DAY	CARS	PICKUPS & VANS	TRUCKS	TOTAL
7:00 am				
7:30				
8:00				
8:30				
9:00				
9:30				
10:00				
10:30				
11:00				
11:30				
12:00 pm				
12:30				
1:00				
1:30				
2:00				
2:30	82	90	10	182
3:00	2	9		32
3:30	6	13	2	
4:00	7	3		21
4:30	6	3	2	
5:00	2	6		27
5:30	9	10		
6:00	7	7		27
6:30	4	9		
7:00	2	1		3
TOTAL	127	151	14	292

DATE 4-12-91

NORTH DRIVEWAY ____

SOUTH DRIVEWAY X

TIME OF DAY	CARS	PICKUPS & VANS	TRUCKS	TOTAL
7:00 am	6	4		10
7:30	7	11	1	19
8:00	5	6		11
8:30	5	2		7
9:00	1	6		7
9:30	3	7		10
10:00	2	7	2	11
10:30	2	9		11
11:00	7	7		14
11:30	3	3	1	7
12:00 pm	4	7		11
12:30	11	3	2	16
1:00	2	9	2	13
1:30	7	6		13
2:00	2	4	2	8
2:30	4	12		16
3:00	4	8		12
3:30	7	7	2	16
4:00	1	5	1	7
4:30	4	2	1	7
5:00	5	9		14
5:30	7	6		13
6:00	7	5		12
6:30	1	2		3
7:00				
TOTAL	107	147	14	268

DATE 4-19-94

NORTH DRIVEWAY X

SOUTH DRIVEWAY ____

TIME OF DAY	CARS	PICKUPS & VANS	TRUCKS	TOTAL
7:00 am				
7:30	1			1
8:00	10	9		39
8:30	10	10		
9:00	9	5		33
9:30	4	15		
10:00	9	7		38
10:30	13	8	1	
11:00	10	5	2	47
11:30	15	15		
12:00 pm	10	7		56
12:30	17	22		
1:00	12	11		44
1:30	5	16		
2:00	9	9	2	39
2:30	7	10	2	
3:00	9	12		47
3:30	11	12	3	
4:00	7	21		56
4:30	17	11		
5:00	12	13	1	63
5:30	14	22	1	
6:00	9	11		47
6:30	16	10	1	
7:00	5	7		12
TOTAL	241	268	13	522

Meeting Minutes
US 93 Property Owner's Meeting: Valley Inn
April 22, 1994

The purpose of this is to record the minutes of a meeting held to discuss a possible access plan associated with the A(MEDIAN) alternative.

Meeting attendees were:

Jeff Jensen	Mike Worrall	Gina McAfee
Charlie Nordstrom	Joe Hart	Dale Paulson
Don Jensen	Marc Pitman	

Discussion which occurred was:

1. How are trucks going into Holiday Plaza? Cannot use Valley Inn.
2. Left-turn lane into Valley needs to be long to store traffic -- RVs and trucks.
3. How would medians be landscaped? Don't want to pay for maintaining medians. Concerned with maintenance.
4. Have two motels, RV park, cannot have closed median. Must have an opening. Don't like wide median concept.
5. LaSalle Road took median out.
6. Don't like medians. Traffic signal would help.
7. Have saved room for landscaping, with frontage all of the landscaping would be gone.
8. Need a walkway on the west side of highway

Charlie Nordstrom:

1. Happy Valley mini-storage. How would there be left-turn access into the property? Concerned with having to drive out of the way.

som0425m.7gm

US 93 Somers to Whitefish West EIS
Summary of Property Owner Meetings
May 4 and May 5, 1994

The purpose of this is to summarize the general comments received from individual property owners during meetings held on May 4 and May 5, 1994. The two days of meetings were well attended with 107 individuals representing approximately 90 separate properties voicing concerns and comments.

Large 50-scale aerial graphics were used to illustrate improvement concept alternatives.

All segments of the corridor were represented by the attendees. Some attending owners have participated in earlier meetings and felt it was important to reiterate their concerns. Some have followed the status of the study through newspaper articles and discussions with neighbors and friends. Others were unfamiliar with the study process and improvement alternatives and were seeking general, as well as specific, information. Discussions were one-on-one with Carter & Burgess staff members and generally lasted about 30 minutes each.

A summary of each meeting was prepared and is in the project files.

Common concerns and comments are summarized below:

1. Nearly unanimous support for a five-lane alternative with opposition to a four-lane alternative with median.

2. Nearly all properties have some large truck or vehicle with trailer activity requiring full-turning access to US 93. U-turning at upstream or downstream median openings would be physically limited by the large vehicle/trailer turning requirements.

3. Out-of-direction travel created by medians would be a major inconvenience and may reduce business and increase air pollution.

4. MDT negotiated and acquired right-of-way with specific property owner understanding that the road improvements would be a five-lane design. Any additional right-of-way required for the four-lane with median design would be opposed and would create a significant impact on many businesses and residences.

5. Safety of median and U-turns seriously questioned, especially on north-facing slopes (e.g., north of Happy Valley to MT 40).

6. Many were concerned that a median will create a serious maintenance problem during major winter storms and will collect trash throughout the year. Native grass has little attractive value especially if MDT mows infrequently and is not watered and collects road sanding material.

7. Cutting trees through Happy Valley area to add a native grass median seems counter to project goal of improving scenic nature of corridor.

8. Concern that limited tax dollars available will result in further delay to project especially if project is more expensive due to median construction. The five-lane project needs to be constructed as soon as possible.

9. Concern that new/additional local taxes will be required to maintain medians.

10. Concern that other important state road improvements might be delayed due to additional cost of US 93 medians.

11. Concern that new development would be limited due to restricted access to highway and land values affected.

12. Emergency vehicle access would be restricted by median.

13. All trees along all segments of the corridor are important to save.

14. Landscaping between the road edge and right-of-way is important.

15. There was a general consensus that provisions must be made to facilitate farm vehicles; either to cross to lands on opposite side or to other destinations along the highway.

som0506m.1jh

Summary of US 93 Landowner Concerns
Taken from Meetings on May 4 and 5, 1994

Name	Location of Property	General Nature of Concern: Add'l. ROW	Out-of-Direction Travel, Access	Cost	Likely Delaying Tactic	Other
Eugene Lee	BC to Kalispell		X			
Terry Schend	Kalispell to Whitefish	X	X	X		
Garrick Hansen	Baker Ave. - Whitefish					Opposition to couplet.
Mary Jo TenEyck	Kalispell to Whitefish	X	X		X	Median won't be maintained. Will create snow drifts.
Bob & Anna Jones	Kalispell to Whitefish	X		X		Drifting snow.
Jim & Robyn Thompson	2nd Street - Whitefish	X				
Scott & Jay Cloninger	BC to Kalispell		X	X		
Mike Driscoll	2nd Street - Whitefish	X	X			Likes C(OFF-SET)
Dennis Schwenk			X			Likes bypass
Tom Vars	Kalispell to Whitefish	X	X			
Mark & Carol Silliker	Kalispell to Whitefish	X	X	X		Snow removal of median.
Harold Clapper	Kalispell to Whitefish	X	X			MDT ROW process.
Richard Altenberg	82 to BC					Need for machinery crossings.
Linda Robinson	Ponderosa Lane - Kalispell		X			
Ben Cohen	Kalispell to Whitefish		X			Consider frontage road; support medians.
Annie Crenshaw-Reiker	Kalispell to Whitefish		X	X		Save existing trees.
Joan McClure	South of Kalispell		X			May not need bypass.
Gary Treweek	BC to Kalispell; Kalispell to Whitefish	X	X			
Dave & Cheryl Soteros	82 to BC		X			Likes medians; need access consolidation.
Charlotte Cassan	Kalispell - Main Street					Need to protect trees.
Keith & Nancy Bogart	Kalispell to Whitefish	X	X			Median may attract animals - more road kills.
Jackie Adams	Pondeross Lane		X	X		Will medians be maintained?
Buck Torstenson	Kalispell to Whitefish	X	X	X		Weather; drifting snow.
Gilbert Bissell	BC to Kalispell	X	X			Need sidewalks; limit billboards.
Scott Wendling	Ponderosa Lane - Kalispell		X			Drifting snow; safety; medians more attractive.
Gene Glover	Somers to Kalispell		X			Safety and maintenance.
Sharon Miller	Ponderosa Lane - Kalispell		X			
Dick Sonju	Kalispell to Whitefish	X	X	X	X	Drifting snow.
Bud Dslen	North of Depratu Ford - Whitefish		X	X		Median maintenance; snow removal.
Jim Irvin	South of Whitefish	X	X			Access consolidation a good idea.
Ed Hines	South of Kalispell		X			U-turns safety problem.
Msrk Nordahl	South of Jimmy Lee's - Whitefish	X	X			Possible tax increase.
Newton Conklin	North of Montana Villa Apts. - Kalispell	X				MDT ROW process.
Garry & Jan Spannoth	Kalispell to Whitefish	X	X			Median won't be maintained.
Arnold Sanduffer	South of Whitefish		X			
David Morris	South of Whitefish		X			
Howard Wood	South of Whitefish		X			Can't see median in storm.

Name	Location of Property	General Nature of Concern: Add'l. ROW	Out-of-Direction Travel, Access	Cost	Likely Delaying Tactic	Other
Gloria & John Austin; Jim Kone; Elma Rocksund	South of Whitefish	X	X		X	Median creates a hazard; collects snow.
Dave Waatti	82 to BC		X			Not opposed to median if access can be worked out.
Nancy Hagen	Ponderosa		X			
Mike Tellers	West of Whitefish	X				Need speed reduced; support bypass; support sidewalk.
Steve Wilson	Ponderosa	X	X	X		
Ed & Lucille Agel	Ponderosa		X			Likes median.
Nicola DiRiezo	Rocky Mtn. Lodge - Whitefish					Likes median; likes couplet; likes ped/bike facilities
Lee & Ocie Kelsey	West of Whitefish	X				Effect to driveway.
Ron Hashi	South of Kalispell		X			Do not realign Demersville; don't care about median.
Brian Clark	South of Kalispell		X			
Dusty Trimble	Comfort Inn - Whitefish		X			Likes median; likes COUPLET-3.
Bruce & Sheila Calhoun	Kalispell to Whitefish		X			Median south of Fenders okay. Median north of MT 40 okay.
Don & Louise Mackey	Kalispell to Whitefish	X	X			Who will maintain median?
Greg Scarf	Main St. - Kalispell					Need signal; need bypass.
Jim Cummings	Spokane Ave. - Whitefish					Remove trucks from Spokane; need bypass.
Leo Olst	Spokane Ave. - Whitefish					7th St. Bridge too costly; okay to remove parking.
Walt, Earl, Hank, Agnes Patterson	Between Church & Schrade		X			Drifting snow a problem; split alignments a problem.
Harold Gustafson	Kalispell to Whitefish		X			
Ron Tappet	Kalispell to Whitefish	X	X			Snow drifting a problem.
Mike & Judy Chamberlain	Kalispell to Whitefish		X			Consider medians south of MT 40 or at Reserve; snow drifting a problem.
Dave & Sue Anton	South of Whitefish		X			
Tom Iverson	North of MT 40 - west side		X			
Bob Ford	South of Kalispell	X				
Wade Fish	South of Whitefish	X	X		X	MDT ROW process.
Harry Berg	Blanchard Lake Road	X			X	
Leslie Cooper	On Hwy 82		X			Farm machinery sn issue.
David Dachs	North of Kalispell					Center turn lane will be used as passing lsne.
Harold & Carol Leitz	Harold's Auto Repair		X			Snow drifting
Gary & Sharon Howard	South of Whitefish	X	X			Noise levels.
Jack & Herbert Wirtz	Rocky Cliff					Maintenance cost of median; do not realign Rocky Cliff
Arne Mohl	A-1 Paving	X		X		Consider depressed median starting at Grandview.
Dave Seyfert	Kalispell		X			Agrees with Committee's tentative recommendstions.
Mike Galassi	South of Whitefish		X			Deer in median a concern.
Louis Mason	South of Whitefish		X	X		
Mary Hedstrom			X			

Name	Location of Property	General Nature of Concern: Add'l. ROW	Out-of-Direction Travel, Access	Cost	Likely Delaying Tactic	Other
Eric Smith, Dennis Osborn, Carolyn Wirt	South of Kalispell		X			Concerned about loss of parking.
Dave Filler	Kalispell to Whitefish		X			Consolidated access with neighbors and depressed median is okay.
Jim Syvertson	Highland Drive - Kalispell		X			Consider grade separation at Church Drive.
Bruce Christiansen	South of Whitefish		X	X		
Joe Witney	Main St. - Kalispell	X	X			
Phil Anderson	Highland Dr. - Kalispell					Opposed to split alignment; median may make sense to north; drifting snow.
Jim Browne	Glacier Antique Mall		X	X		Maintenance of median.
Penny Leatzow	Main St. - Whitefish					Save trees, loss of parking not a problem.
Bill Gardener	South of Kalispell		X			
Wes Tuma	Kalispell to Whitefish	X	X			Snow accumulation; median maintenance.
Bob/Bart Depratu	South of Whitefish		X			
Rhonda Fitzgerald	Whitefish: 5th/Spokane		X			Supports median; truck bypass, not in favor of couplet.

som0512m.6gm

Meeting Minutes
Somers to Whitefish West EIS
Meeting With Trucking Interests

The purpose of this is to record the minutes of a meeting held on March 24, 1994. The purpose of the meeting was to discuss the alternatives defined in the DEIS and their responsiveness to trucking interests.

Meeting attendees were:

Kathy Bramer	Tom Little
Mike Worrall	Orville Solberg
Dave Tonjam	Doug Miller
Ron Kaski	Ken Galloway
Mike Hanegan	Jim Lynch

Discussion at the meeting was:

1. Four Corners to Ball's Crossing -- truck traffic needs to turn left without causing a hazard and potentially using the center lane to merge back into traffic.

2. Additional right-of-way would be required to build five lane/take someone else's property across the road, just not mine.

3. Does a frontage road for trucks make an okay option to feed business and truck traffic onto 93 at a signal intersection the level of truck traffic? Yes.

4. Compared five lane to LaSalle Road, "a good road." Emergency vehicles could use median for passing traffic.

5. Disadvantage of five-lane is congestion. Frontage road could actually enhance property values. Safety is the first consideration; also aesthetics.

6. Need a Four Corner's intersection signal.

7. Four Corners should not have five roads feeding in -- combine Willow Glen and Tower Valley Roads before they join 93.

8. Ball's Crossing intersection improvement - see attached diagram.

9. Right-of-way acquisition; MDT should buy people out entirely; build the road; sell the remaining property; people need fair value.

10. New stop light is going in in front of Elks -- will help construction.

11. Construction phasing. Could start Somers to bypass area just north of Ashley Creek, but do not put highway on hold while waiting for bypass. Start by building on alignment of railroad, build two lanes new and leave traffic from Somers to Parker Livestock.

12. Really want the construction phasing in the FEIS.

13. Willow Glen is falling apart because of heavy truck traffic; expensive. Need to have effective phasing.

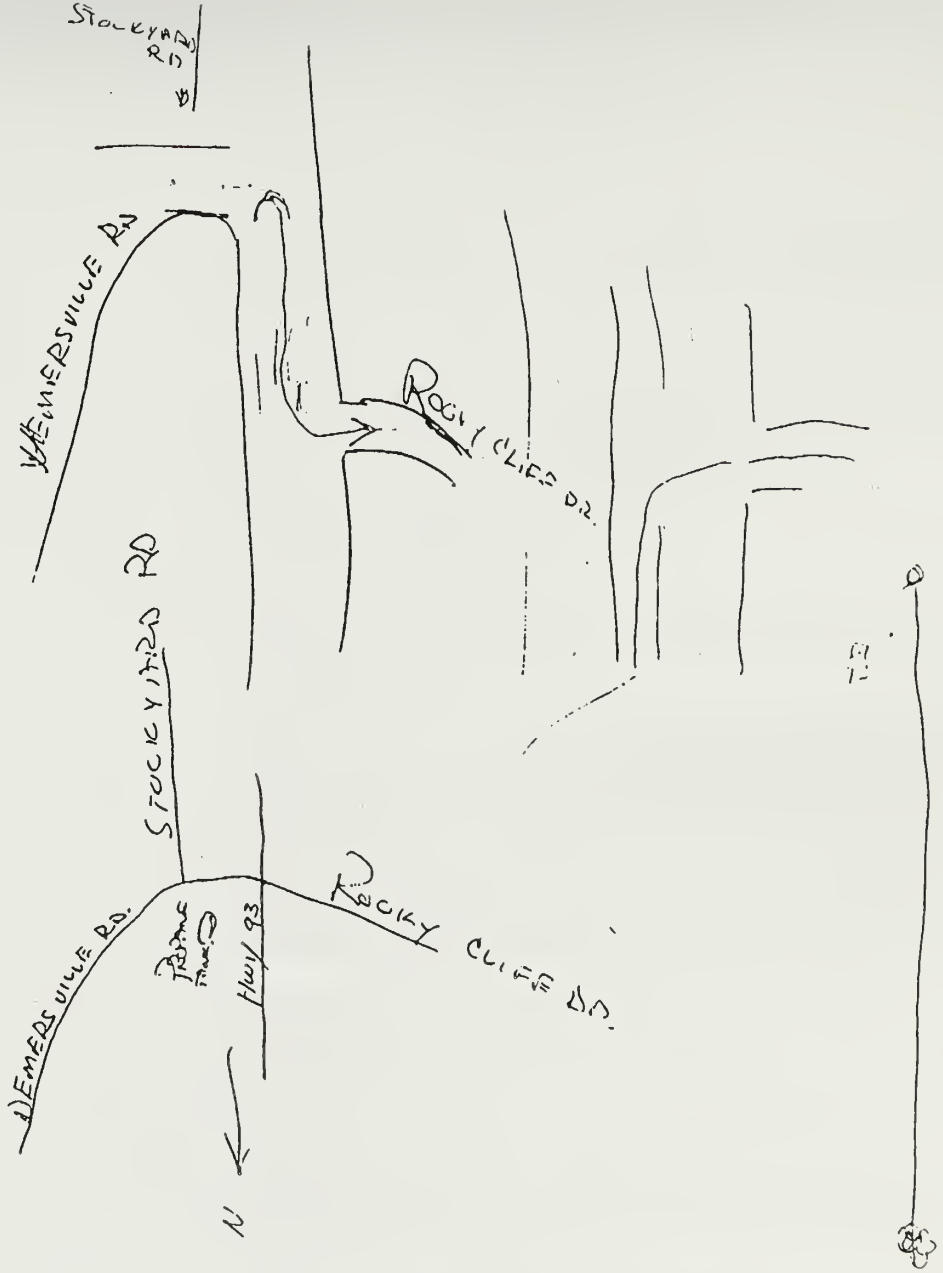
14. If we had money, frontage roads would be the best option.

15. Would the Ashley Creek bridge (new) be the same regardless of highway design.

16. North of Kalispell -- what are preferences? Stillwater north divided four lane. Happy Valley intersection needs to be addressed. Blanchard Road to Whitefish center turn lane or frontage road.

    South of Kalispell - brainstorm combined access:
    - Combine access point for industrial park and Forest Hill subdivision; frontage road from subdivision to same access point as industrial park.
    - Solberg Trucking, Caterpillar and Parker Livestock could share access from Rocky Cliff Road (into Ball's Crossing) or from bypass extension on railroad.

som0405m.3gm



Meeting Minutes
Somers to Whitefish West EIS
Meeting with Whitefish Community Development Corporation
and Whitefish Chamber
March 23, 1994

The purpose of this is to record the minutes of a meeting held on March 23, 1994 with the Whitefish Community Development Corporation and the Whitefish Chamber of Commerce. The purpose of the meeting was to discuss the Somers to Whitefish West EIS.

Meeting attendees were:

Gina McAfee	Christy Rogers
Mary Madsen	Jeanette Lostracco
Ric Blair	Randy Schwichard
David Riegel	Way Jan
Dave White	Joe Hart
Dale Duff	John Cate
Pat Donovan	Petersen
David Miller	Dale Paulson
Sandra Hayes	Dave Stewart

Major items discussed were:

1. The document is very thorough and very well done.

2. Prefer C(COUPLET-2) or C(COUPLET-3) because of the convenience offered by the Seventh Street bridge.

3. Do the costs include landscaping? That is good.

4. Does the Highway Commission make the final decision? The Commission needs to appropriate the funds. It will be a joint decision with FHWA and the HC.

5. Like the gateway treatments for the "Village" of Whitefish.

6. Recommend looking at other street or bypass improvements in Whitefish. This will be looked at as a part of the separate Whitefish Traffic Operations Study.

7. The bridge over the Whitefish River makes a lot of sense. There is a group actively looking at a trail along the river now.

8. Can the chip trucks make the turn on Baker and Spokane or on Second and Spokane with the C(OFF-SET) alternative? Some improvement will be needed.

9. The C(OFF-SET) alternative makes sense.

10. The Seventh Street bridge will alleviate a lot of traffic from Second Street from the schools.

11. The bridge going across the river will make it easier for canoeists.

12. The wetland and wildlife impact of the Seventh Street bridge could be relatively minimal, and could be mitigated if a long-span bridge is used.

13. The turning radii for buses needs to be considered. They are all 102 feet wide.

14. Intersection improvements through town would include some turn lanes, parking removals. The A(FOUR-LANE) would have the least opportunity to add turn lanes.

15. Should look again at future traffic volumes between the river and Karrow. Do we really need four lanes?

16. Opposed to the off-set alternatives -- not as conducive to pedestrian and bicycle traffic -- not as safe.

17. Really need the Seventh Street bridge.

18. Parking removal makes the area more sterile -- would hurt the businesses along Second and Spokane.

19. Could there be an alternative that looks at including some parking also? This is similar to the Couplet alternatives.

20. Like Alternative C(COUPLET-2) the best because of traffic operations.

21. The intersections at Spokane and Second and Baker and Second are difficult now, and will be more difficult in the future. The quality of the downtown area will be diminished.

22. The bypass is needed to preserve downtown.

23. Alternative C(COUPLET-2) is cleanest. Need to make sure the turning paths are wide enough for the trucks -- may need to take more right-of-way to do this. Along Baker Avenue south -- recommend including a free right at the Seventh Street to Spokane southbound movement.

24. Should consider a separated bike path in the gateway areas.

25. Like either C(COUPLET-2) or C(COUPLET-3).

26. Like the A (COMBO) between Whitefish and Kalispell.

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Meeting Minutes
Somers to Whitefish West EIS
Meeting with Kalispell Chamber Transportation Committee
March 23, 1994

The purpose of this is to record the minutes of a meeting held on March 23, 1994 with the Kalispell Chamber Transportation Committee. The purpose of the meeting was to discuss the DEIS.

Meeting attendees were:

Gina McAfee	Bryan Green
Craig Ferguson	Doug Rauthe
Dave Miller	Dale Paulson
John Agnew	Sandra Hayes
Michael Worrall	Joe Hart
Jim Sappington	

A summary of major items discussed was:

1. There are possible wetland mitigation sites that the City may be interested in pursuing with us:
   - Laurence Park Plan
   - By the City Shops

2. South of the Courthouse, the original MDT plan was to lose three trees -- the first plan was to remove those trees and that was not considered acceptable. Input from the citizens was very strongly against losing any trees.

3. Alternative B(MEDIAN) -- could consider buying enough right-of-way now for this. Should specifically discourage development along the bypass -- prefer Alternative B(MEDIAN) and the restrictive access control alternative along the bypass. Should buy access rights along with the highway right-of-way.

4. Alternative B(MEDIAN) will function better as a "true" bypass with very few access points allowed.

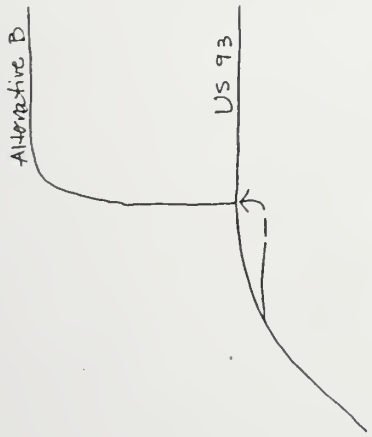
5. The depressed median is the safest and should be used wherever possible.

6. A compromise between A(MEDIAN) and A(TURN-LANE) makes sense. We need to make sure we address the combination alternative in the hearings.

7. Support the A(MEDIAN) or the A(COMBO) alternative because of aesthetic reasons and a need to look at the longer-term.

8. We need to make sure the final design for the bypass intersection with US 93 will allow for large trucks.

9. Another option is to create a cross access instead of a heavy left turn -- to prohibit eastbound to northbound left turns using Cemetery Road for this movement.



10. The funding situation is hard to predict and variable, but once these improvements are documented in the EIS, they will be in line for funding.

11. The primary difference in aesthetics is a narrower strip of pavement.

12. From a construction phasing standpoint, two lanes could be built off the original highway then traffic could be routed off to the new lanes and construction disruption would be less to businesses.

13. Would there be maintenance savings over time with the four-lane divided?

som0328m.6gm

Meeting Minutes
Somers to Whitefish West EIS
Meeting with Jim Lynch
March 23, 1994

The purpose of this is to record the minutes of a meeting held on March 23, 1994 between Jim Lynch and Kathy Bramer. The purpose of the meeting was to discuss Jim Lynch's comments on the DEIS.

A summary of major discussion follows:

1. Will a five-lane be built sooner than a divided four lane? Is the funding issue still a factor in the PAC thinking?

2. Where does construction phasing fit in? Projects in corridor should be prioritized.
   - Bypasses should be first because they are the bottlenecks including the intersections; (1) Happy Valley, (2) Highway 40, (3) ins and outs of Kalispell and Whitefish, (4) truck traffic congestion south of Kalispell.
   - Help timeliness and minimize disruption.
   - Won't disrupt dedicated traffic flow.
   - What is "2-way" traffic during construction page 4-110?

3. What are other factors in prioritizing the sections? Funding availability and need.

4. Phases:
   1. Happy Valley intersection
   2. Ponderosa to Fronstad Road
   3. Buffalo Hill to Stillwater Bridge
   4. Stillwater Bridge
   5. Highway 40 intersection
   6. Somers to South of Kalispell

5. Is the highway department required to do what the EIS says regarding construction impacts/traffic?

6. Could MDT maintain a PAC after the EIS to assist in the implementation process?

7. Want a design that facilitates traffic flow during construction; make it a goal of any decision/outcome.

8. Bike paths and type should be included in PAC deliberation and FEIS.

Possibilities:

1. Commitment to development of construction staging plan to be developed with interested groups.

2. The staging plan could include performance standards -- only certain areas torn up at a time.

som0329m.5gm

Meeting Minutes
Somers to Whitefish West EIS
Meeting with Andy Feury
March 24, 1994

The purpose of this is to record the minutes of a meeting held on March 24, 1994 between Andy Feury and Gina McAfee. The purpose of the meeting was to discuss Andy Feury's comments on the DEIS.

A summary of major discussion follows:

1. Need to show fully developed access plan.

2. Need to more fully draw conclusions from economic data -- why does land have value? Because people can pull in and out at will?

3. East side neighborhood impacts -- need to define the impact on Columbia? How would Seventh and Karrow be used? How would people get to school?

4. Trail on east side of river -- Seventh Street bridge should set abutment to allow for this.

5. Phasing - segmentation is a problem. Should make sure we do large usable pieces so don't create problems.

6. Definite support for bridge over Whitefish River.

som0329m.6gm

Meeting Minutes
US 93 Somers to Whitefish EIS
Meeting with the Flathead Business & Industry Association

The purpose of this is to record the questions and comments from representatives of the Flathead Business & Industry Association (FBIA) following a presentation at their meeting held on March 22, 1994. The meeting was held at the Outlaw Inn in Kalispell, Montana. The purpose of the presentation was to provide an update of the EIS and to obtain comments from the FBIA regarding the project.

Meeting attendees were:

Scott Richman, Carter & Burgess	Dallas Herron, Valcon Distributing
Mike Worrall, Carter & Burgess	Bob and Linda Harris, Tri City Quick Stop
Lary Johnson, Accountant	Chuck Lee, Lee Distributing
Ron Behrenot, Positive Systems	Ray Lybeck, Farmer
Jim Browne, Glacier Antique Mall	George Schulze, Village Greens Golf Course
Shawna Sorenson, Publisher	Linda Haroldsen, Outlaw Inn
Corey Edens, Valcon	Lyle Akelstad, Flathead V-8 Museum
Greg Ellingson, Glacier Insurance	Dale Johnson, Able Body Shop
Corbin Nickerson	Pete Neumann, Flathead Industries
Con Lundgren, Four Seasons Motel	Brad and Mary Baker, Media & Marketing
Frank Thomas, Thomas Printing	

Following a brief EIS update presentation by Scott Richman, FBIA members had the following questions:

1. How will the final decision for the design be made?

2. When will construction likely start?

3. Will the construction be phased over different sections of the highway?

4. What is the first section that will likely be improved?

5. What is the difference with this study that will present someone (individual or group) from killing the proposed project?

som0331m.1gm

Meeting Minutes
US 93 Somers to Whitefish West EIS
Bruce Boody
April 22, 1994

The purpose of this is to record the minutes of a meeting held with Bruce Boody. The purpose of the meeting was to discuss the three-lane US 93 section along Second Avenue from the river to Karrow.

Meeting attendees were:

Bruce Boody	Dale Paulson
Gina McAfee	Joe Hart
Kathy Bramer	Mike Worrall

Discussion that took place:

1. Need to meet with Herb and Bonnie Kahnig.
   - South of curves of Church Road.
   - Concerned with moving farm equipment.

2. Concern with three-lane. C&B presented difficulties with U-turn required with raised median and one-lane in each direction (4-alternatives). See attached drawings.

3. Should consider street plantings to narrow character -- street trees (difficult without curb and gutter).

4. Add curb and gutter -- would require storm drainage. Needs to be checked for feasibility.

5. Need separated sidewalk -- critical.

6. Consider textured/colored pavement
   - Differential settling.
   - Difficult with asphalt.

7. Raised median with no U-turn opportunities (median breaks) would result in more traffic on 3rd Street and too many dangerous U-turns at Karrow (at base of the hill on US 93) and at Good Avenue.

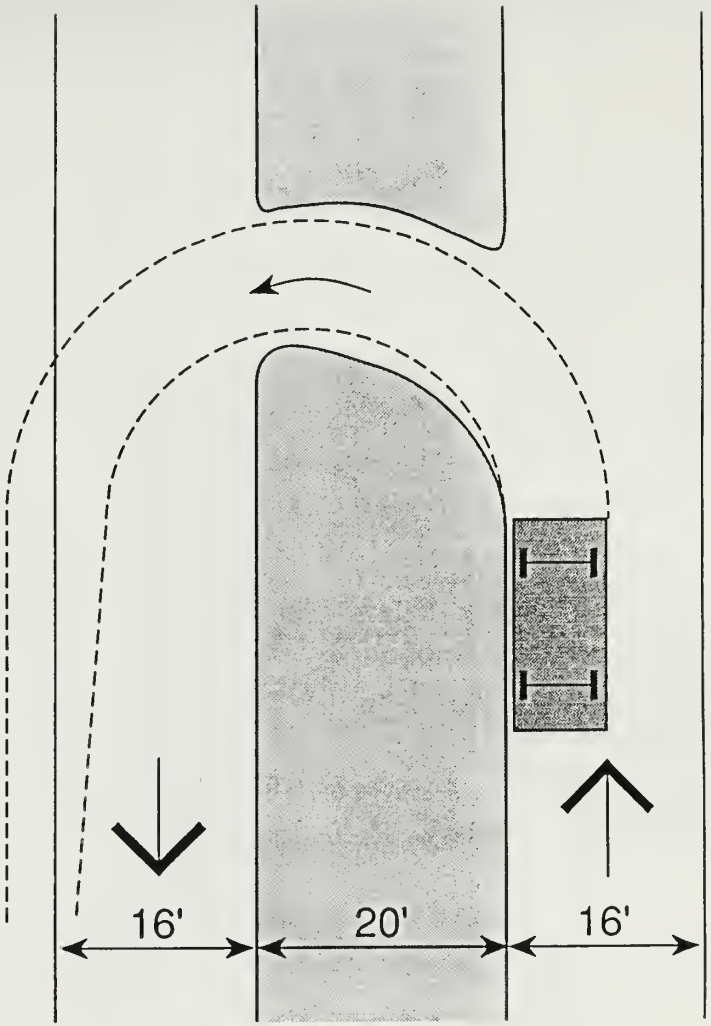
Whitefish Study

1. Proposed bike path extending west from 1st of River along road north of river to narrow crossing of river then west to underpass at Grouse Mountain.

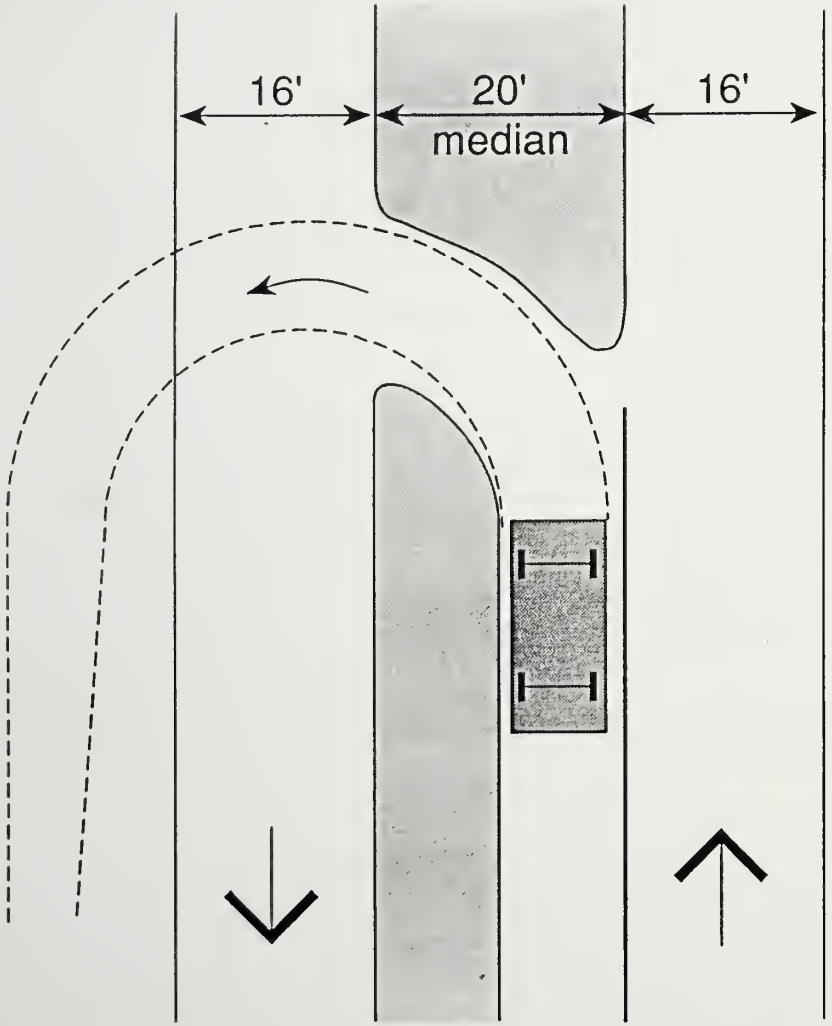
South of Whitefish

1. School district would like to meet with us to discuss US 93 improvements near Happy Valley.

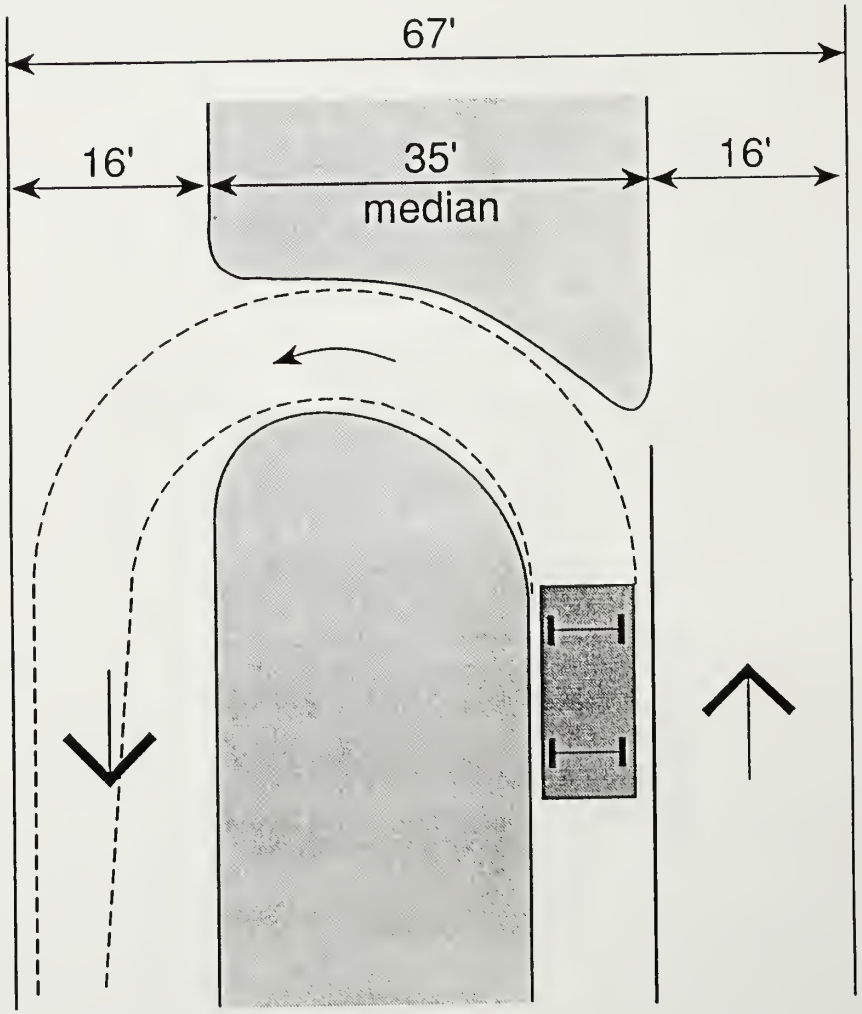
som0425m.8gm



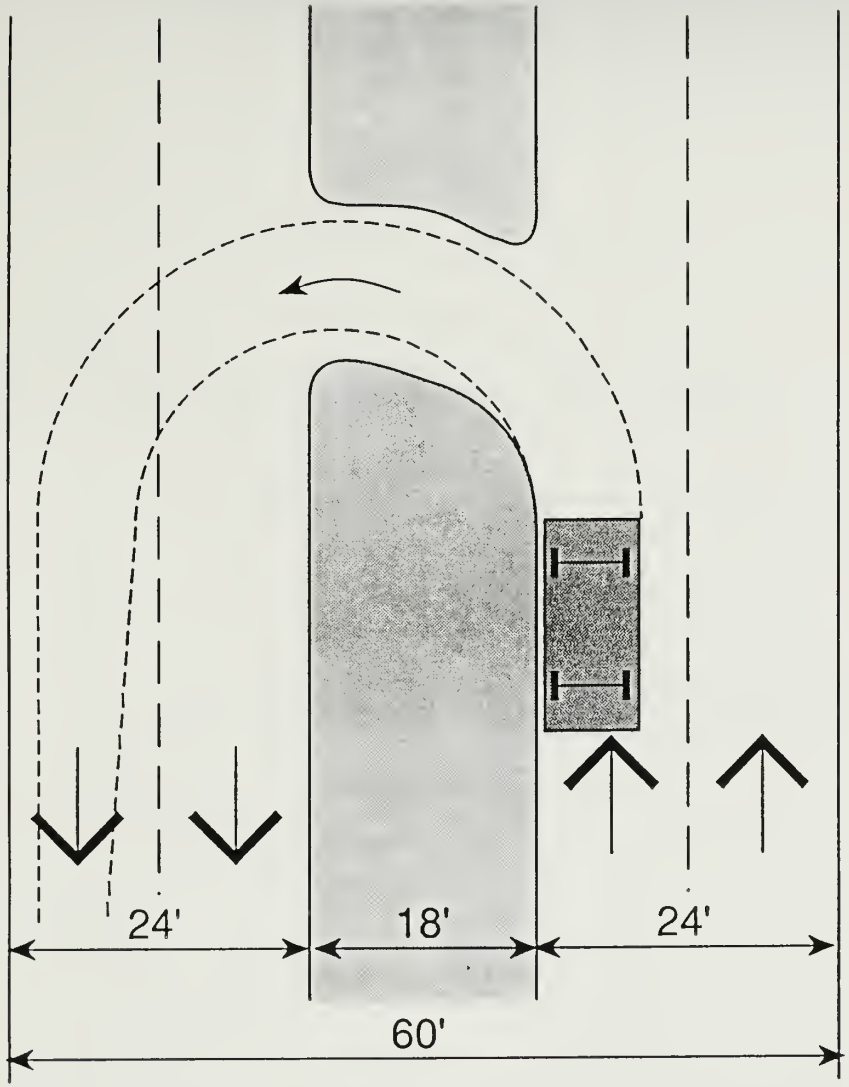
U-Turn Alternative 1
One Lane Each Direction
without Turn Lane



U-Turn Alternative 2
One Lane Each Direction with Turn Lane



U-Turn Alternative 3
One Lane Each Direction with Turn Lane
(median width required)



U-Turn Alternative 4
Two Lanes Each Direction
without Turn Lane

Public Comments
Somers to Whitefish EIS
Presentation to Kalispell Development Corporation
Kalispell: March 8, 1994

The purpose of this is to record questions asked by members of the Kalispell Development Corporation (KDC) following a KDC meeting presentation by Scott Richman regarding the US 93 (Somers to Whitefish) EIS. The meeting was held in Kalispell (at the Outlaw Inn) on March 8, 1994. The purpose of the meeting was to discuss the Draft EIS.

Scott provided copies of the latest project newsletter, as well as comment sheets for the meeting.

The following people were in attendance:

Jim Atkinson	Gordon Pierce	Bill Vassil	Ivan O'Neil	Bobbi Wolstein	Pamela Kennedy
Don (Lloyd?)	M. Burr	Rex Boller	Ken Yacheehak	David Dittman	Lee Berger
Mike Jackson	Ken Williams	Larry Hanson	Don DuBean	Chuck Mercord	Ross Plambeck
Nick Haren	Dale Haan	Bill Heinecke	Craig Ferguson	Bruce Lutz	C. Lundgren
A.J. King	Dan Black	Wayne Saverude	Allan Aronson	Ed Gilliland	Randy (Davis?)

Scott announced the release of the Draft EIS and provided a summary of information that included the upcoming public meetings and FBIS presentation, a brief overview of the EIS and the Kalispell Bypass Alternative processes, and some of the findings contained in the EIS.

The KDC meeting attendees asked the following questions following the presentation:

- What reasonable chance is there of getting $100,000 for this project in our lifetimes?
- What is the difference between the cost estimates for the alternatives analyzed in the EIS and the estimates produced for the original design of this section of US 93 (for MDT in previous EA)?
- What are the likely order of priorities for construction between the US 93 improvements, the bypass construction, and other transportation improvements for Kalispell?
- Who makes the final decision about the proposed project?
- Who prioritizes Kalispell transportation improvement projects?
- Are both five-lane and four-lane divided designs being considered for US 93 between Somers and Kalispell, and for the bypass design?
- What happens on Reserve Drive east of US 93? Will it be improved?
- Will designs of intersections (i.e., US 93/Reserve, US 93/Kalispell bypass) be included in the Final EIS?

som0310m.1gm

Meeting Minutes
US 93 Somers to Whitefish
Citizens For A Better Flathead
March 16, 1994

The purpose of this is to record the minutes of a meeting held on March 16, 1994. The purpose of the meeting was to discuss the DEIS with representatives of Citizens For A Better Flathead.

Meeting attendees were:

Gina McAfee, Carter & Burgess
Bruce Boody
Judy Cornell
Chris Gainer
Drew Paslowski
Dick Solberg
Rick Blair

A summary of major discussion that occurred follows:

1. All members of the group are in favor of Alternatives A(MEDIAN) and B(MEDIAN).

2. The special design concepts are excellent -- they like all of them. The drawing of the one at the Whitefish River should be modified to show the new bridge over the river.

3. Medians are definitely preferred at the entrances to the cities.

4. Additional questions were asked about the issue of safety:

   a. Is it possible to quantify the number of unsignalized intersections -- how much of the overall highway is this?

   b. Need more discussion about the issue of water -- the beneficial effect of a separated median to gain control on ice and the issue of visibility during winter -- with snow, sand and a lot of darkness in the winter.

   c. About driver education -- how can this be done in the summer?

   d. What are the number of intersections with A(TURN-LANE) versus A(MEDIAN): with A(TURN-LANE) virtually every driveway is an intersection which allows for full movements.

5. Need to address air pollution problems with turning traffic in the fifth lane.

6. Need more data about turning traffic. What is the percentage of traffic that will need to turn at a driveway versus where there is a break in access versus through traffic?

7. The group prefers the restrictive access control policy.

8. Need to add text that addresses indirect effects of strip development on agricultural property and open space.

9. In the social section, need a stronger statement about the advantage of the A(MEDIAN) alternative to residents in the Happy Valley area.

10. The frontage road locations are well designed.

11. An underpass for pedestrians at the Happy Valley area is needed.

12. We need to check the vicinity of MP 120 -- is this area (including US 93) all in a floodplain? Could consider increasing the area of split alignment to encompass this.

13. We need to better address the social cost of the loss of open space -- loss of the "sense of place." The A(TURN-LANE) alternative really only serves a short-term economic need. Future congestion will ultimately degrade service with the A(TURN-LANE) alternative.

14. The economic section needs to address the potential loss of tourism dollars if there is an increase in strip development. The A(MEDIAN) alternative will serve the Valley better economically.

15. The bridge over the Whitefish River is essential. Both the Whitefish City Council and Planning Board have approved a trail along the river from City Beach to the schools. The river trail is part of a system between Kalispell and Whitefish.

16. Need to better describe that snow removal would be easier with the A(MEDIAN) alternative.

17. We need to get the most up-to-date CPC Plan and include it in the FEIS.

som0317m.2gm

Agency Coordination

The letters in this section are organized as follows:

- Federal agency letters first.
- State agency letters second.
- Regional or local agency letters third.
- Sign-off letters and documents.

THE CONFEDERATED SALISH AND KOOTENAI TRIBES
OF THE FLATHEAD NATION
P.O. Box 278
Pablo, Montana 59855
(406) 675-2700
FAX (406) 675-2806

Joseph E. Dupuis - Executive Secretary
Vern L. Clairmont - Executive Treasurer
Bernice Hewankorn - Sergeant-at-Arms

TRIBAL COUNCIL MEMBERS:
Michael T. "Mickey" Pablo - Chairman
Rhonda R. Swaney - Vice Chairwoman
Carole McCrea - Secretary
Lloyd Irvine - Treasurer
Louis Adams
Elmer "Sonny" Mongeau Jr.
Henry "Hank" Baylor
D. Fred Matt
Donald "Donny" Dupuis
Mary Lefthand

February 10, 1994

Ms. Jeanette Lostracco, AICP
Assistant Project Manager
Carter & Burgess, Inc.
216 16th Street Mall
Denver, CO 80202

SUBJECT : US 93 Somers to Whitefish EIS

Dear Ms. Lostracco,

This is in response to your letter, dated January 26, 1993, to the Kootenai Culture Committee requesting us to submit to you any concerns we may identify regarding Alternative B on the subject project.

Francis Auld, Kootenai Cultural Resources, and myself have reviewed the attached photograph and description of Alternative B. Mr. Auld has indicated that he would be interested in having one of your staff assist him, and possibly others, in pointing out the alignments. You may reach him at our number (406-849-5541) to set up a date but with the understanding that Mr. Auld will not be giving your staff person any information as to any concerns that we may have in the area.

The Kootenai people has many concerns within the Flathead Valley area. At one time this area was a gathering place for the Ktunaxa Nation which consisted of the many bands of the Kootenai people. The probability of sites, which are important to us, existing within the proposed Alternatives becomes high because our people once lived in the area. One of the goals of our department is to protect the resources that are of importance to our people, but not necessarily give out that information. We would be more than happy to receive the Draft EIS so that we will have the opportunity to provide our comments regarding this project.

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FEB 14 1994
Carter & Burgess
Denver, Colorado

On behalf of the Kootenai Culture Committee, I want to express our gratitude for giving us this opportunity and please contact Mr. Auld to set up a time. Maybe before a member of your staff goes into the field with one of us, we could meet for a briefing of the project and Alternative B thus giving other members of the staff time to ask any questions that they may have. This can be discussed at the time you make contact with Mr. Auld.

Enclosed are business cards of individuals who work primarily in the Cultural Resource program of our department.

Sincerely,

Naida Lefthand, Assistant Director

concur: Patricia Hewankorn, Director PH

cc:

Karen Atkinson, Tribal Attorney, CS & K Tribes
Michael T. Pablo, Tribal Chairman, CS & K Tribes
Patrick H. Lefthand, Right Protection , BIA

Box 158. Whitefish. Montana 59937 (406) 862-2640

City of Whitefish

April 14, 1994

Carter Burgess
216 16th St. Mall
Suite 1700
Denver, Colorado 80202

Dear Carter Burgess:

The City of Whitefish Parks and Recreation Department is highly in favor of a divided highway with a median including all entrances to the Cities in the valley in the Highway 93 project.

Our Department also would like to see the State build a new bridge over the river on Highway 93 which would provide access for bikes and pedestrians underneath the bridge.

The Highway 93 project is very much needed, and we would like to see it completed with an emphasis on Bike and Pedestrian traffic. The City of Whitefish Parks and Recreation Department wishes you the best of luck.

Sincerely,

Jim Ponek

Jim Ponek,
Parks and Recreation Director

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APR 18 1994

RAILS-TO-TRAILS OF NW MONTANA

P.O. BOX 1103 • KALISPELL, MONTANA 59903 • (406) ~~752-8879~~ 758-5241

Gina McAfee
Carter & Burgess, Inc.
216 16th Street Suite 1700
Denver, CO 80202

April 25, 1994

Dear Gina,

Rails-to-Trails of Northwest Montana has voted to support Option B for the proposed 6f Mitigation of the Ashley Creek Recreation Trail contingent upon construction of a trailhead facility as part of the mitigation as discussed below. We feel that a grade separated trail is much safer than an at-grade crossing.

We feel that a trail re-location along the southerly side of Ashley Creek would be more advantageous than the northerly side. The advantage being that the northerly side would result in the abandonment of a brand new pedestrian bridge constructed under the ISTEA program while necessitating construction of an even newer bridge. Whereas the southerly side would result in no abandonment or new bridge construction.

Pedestrian underpasses carry some security concerns. Sufficient attention to detail should be given to providing an openness to the design. Lighting should be incorporated in the construction. Also, siting of the pedestrian underpass should be located in such a way that law enforcement officers have a line of sight for searchlights from an adjacent roadbed.

One facet of use of the Ashley Creek Recreation Trail occurs by equestrian riders. Design of the pedestrian underpass should insure vertical clearance of a mounted horse and rider.

Another facet of use of this trail occurs by cross-country skiers. Construction of an underpass seriuosly interferes with this activity due to no snow present in the underpass. Construction of a parking and trailhead facility immediately adjacent to the underpass would mitigate the interference of this activity. A trailhead would allow skiers to begin their activity here, walking through the underpass and then mounting their skis. This trailhead would be located in the area shown on your exhibit as 'PARK OR WETLAND MITIGATION'.

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MAY 09 1994

We feel it will be an important element of the design to provide safe, convenient connectivity between the Ashley Creek Trail and new pedestrian facilities constructed with the Highway 93 bypass. It is also highly desirable to limit or close, through-access to the road which transects the mitigation area mentioned above.

Thank you for soliciting our input and for the attention to detail that you have shown on this project.

Sincerely,

John Hale
President

c. Flathead County Park Board
Scott Wurster, Attorney

DEPARTMENT OF STATE LANDS

FIELD OPERATIONS DIVISION

MARC RACICOT, GOVERNOR

STATE OF MONTANA

APR 28 10:17

NORTHWESTERN LAND OFFICE
P.O. BOX 7098
KALISPELL, MT 59904-0098

Telephone: (406) 752-7994
FAX (406) 752-7993

April 27, 1994

Dale Paulson
Federal Highway Administration
301 South Park, Room 448, Drawer 10056
Helena, MT 59626-0056

Dear Mr. Paulson:

Thank you for the opportunity to comment on the Draft EIS for the US 93 - Somers to Whitefish West Project.

In case you are not familiar with our operation, I am providing the following general information. We employ about 20 people on a year-round basis and add another 20 to 30 during the summer months. We normally see 15 or more visitors per day. During the summer months, our fire crews must respond to forest fires both north and south of our office location. I have the following comments on the highway design on behalf of the Department of State Lands:

1. As the agency responsible for Montana's trust lands, we prefer alternatives that can be executed within the existing highway right of way (relates to T29N, R22W, Section 36).

2. Safety is an important issue to us. From that standpoint, we would prefer to see a divided highway to the extent it is compatible with other considerations.

3. This office needs direct access to north- and southbound traffic lanes. If a divided highway option is selected, we will need a turning bay at our location. Lights need to be placed to provide realistic openings in traffic flow so that timely access/egress is possible from our location. This is especially important for fire vehicles responding to forest fires.

4. Several of our people travel to and from work by bicycle. We strongly support providing bicycle lanes at least between Kalispell and the West Reserve intersection.

5. We support the concept of a pedestrian crossway (tunnel) at FVCC.

If I can provide any further information, please contact me.

Sincerely,

William E. O'Brien
Area Manager
Northwestern Land Office
Department of State Lands

cc: cal file

KALISPELL UNIT
P. O. Box 7098
Kalispell, Montana 59904-0098
Telephone (406) 756-6575
Fax (406) 752 7993

STILLWATER STATE FOREST
P O Box 164
Olney, Montana 59927
Telephone (406) 881 2371
Fax (406) 881 2372

LIBBY UNIT
14096 U S Highway 37
Libby, Montana 59923
Telephone (406) 293 2711
Fax (406) 293 6748

PLAINS UNIT
P O Box 219
Plains Montana 59859
Telephone (406) 826 3651
Fax (406) 826 5785

SWAN STATE FOREST
Swan Lake Montana 59911
Telephone (406) 754 2301
Fax (406) 754 2884

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

Ref: 8MO

April 28, 1994

Gina McAfee
Carter-Burgess, Inc.
216 16th Street Mall, Suite 1700
Denver, Colorado 80202

Re: Comments on Preliminary Wetland Mitigation Plan for U.S. Highway 93-Somers to Whitefish, Montana

Dear Ms. McAfee:

We have reviewed the preliminary wetland mitigation plan for the U.S. Highway 93-Somers to Whitefish DEIS, and your April 8, 1994 correspondence with Mr. Charles Van Hook of the Montana Department of Transportation (MDT), and April 14, 1994 correspondence with Dale Paulson of the Federal Highway Administration. Our comments follow:

1. Without more detailed local on-site knowledge and information on the potential wetland mitigation sites shown in Table 3-22 we cannot meaningfully comment on the potential mitigation sites. It appears from the correspondence with Charles Van Hook and Dale Paulson that Kalispell's Lawrence Park wetland mitigation site is favored by MDT, but it is not clear why the Lawrence Park site is favored over the other sites. Also, it seems premature to us to proceed with wetland mitigation at Lawrence Park, when a preferred alternative has not been selected for the Highway 93 Somers-Whitefish project, and the magnitude of wetlands impact is unknown.

2. The goal of mitigation stated in the preliminary wetland mitigation plan is: 1) acre-for-acre replacement; and 2) replacement of the functions and values of the impacted wetlands. We feel these mitigation priorities should be reversed. It would be more appropriate to say that the goal of mitigation is to replace the functions and values of the unavoidably lost wetlands, in areas adjacent to or as close as possible to the area of wetlands loss, with an adequate margin of safety to reflect the expected degree of success of mitigation.

Acre-for-acre replacement is supposed to be used as a surrogate for replacement of functions and values when we lack definitive information on functions and values. It may be that

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MAY 02 1994
Carter Burgess
Denver, Colorado

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we are relying too much on acre-for-acre replacement without adequate consideration of replacement of the functions and values of the wetlands that are being lost, and of a margin of safety to reflect the success of mitigation. This is an issue that is pertinent on a larger scale than the Somers-Whitefish highway project, and will hopefully be addressed in the Statewide Highway-Wetland Mitigation Program Evaluation being carried out by Wetland Training Institute, Inc. This topic should probably be discussed at our next Montana Interagency Highway/Wetlands Committee meeting.

The EPA is not against wetland mitigation at the Lawrence Park site, but we feel that there should be interagency agreement that mitigation at the Lawrence Park site is the most appropriate and practicable means of replacing the functions and values of the variety of impacted wetlands on Highway 93 between Somers and Whitefish.

In regard to this issue the total wetland losses for each highway segment between Somers and Whitefish, and each alternative are shown in Table 4-30 (page 4-66) of the DEIS. We found it difficult, however, to identify and quantify the impacts to the individual wetlands that comprise the accumulated total wetland losses (i.e., 28 individual wetlands in the highway corridor, and it is not clear which, and to what extent, each wetland will be impacted). We would like to see a clearer display and quantification of individual wetlands impacts, at least for the preferred alternative (which is to be identified in the FEIS), in order to better quantify the functions and values of impacted wetlands, and to better assess the adequacy of the wetlands mitigation plan at replacing lost functions and values.

Functions and values of affected wetlands should be assessed using an acceptable method. One method of replacing functions and values is to presume that if the plant communities and arrangements in the mitigation wetlands closely approximate those that were present in the lost wetlands, the functions and values of the lost wetlands will be replaced. Accordingly, minimal criteria suggested for measuring success of wetlands mitigation efforts are as follows:

a. Percent vegetative cover within the mitigation wetlands should be equal to or greater than the percent vegetative cover of the lost wetlands within a five year period.

b. Vegetative species composition and diversity should closely approximate the composition and diversity of lost wetlands within a five year period. This close approximation shall be evaluated by comparison of plant numbers and vegetative species lists at the lost wetlands and the mitigation wetlands.

3. We agree with the preliminary plan that adequate performance criteria, monitoring methods, reports and schedules will need to be developed and defined in the mitigation plan. There should also be a clear commitment to take corrective actions if the pre-established criteria for success are not being met. These corrective actions will more than likely involve revegetation and/or additional efforts at successfully establishing wetland hydrology, and/or potentially carrying out wetland mitigation work at other sites.

If you have any questions please feel free to call me in Helena at (406) 449-5486.

Sincerely,

Stephen Potts, P.E.
Environmental Engineer

cc: Dale Paulson, FHWA, Helena
Gordon Stockstad/Charles Van Hook, MDT, Helena
Kevin Shelley, USFWS, Kalispell
Jeff Herbert, MDFWP, Helena
Doug McDonald, COE, Helena
Rob Hazelwood, USFWS, Helena
Bob DeSpain, EPA, Denver, 8WM-EA
Gene Reetz/Dave Ruiter, EPA, Denver, 8WM-WQ
John Peters, EPA, Denver, 8WM-WQ
Jeff Ryan, MDHES-WQB, Helena

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

Ref: 8MO

May 2, 1994

Mr. Dale Paulson
Federal Highway Administration
301 South Park, Room 448, Drawer 10056
Helena, Montana 59626

Re: Comments on Draft Environmental Impact Statement, U.S. Highway 93-Somers to Whitefish, Montana

Dear Mr. Paulson:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U. S. Environmental Protection Agency, Region VIII, Montana Office (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the U.S. Highway 93-Somers to Whitefish project.

We want to commend the Federal Highway Administration (FHWA) and your consultant for the DEIS's organization and analysis. We believe this document facilitates decision making based on understanding and evaluation of environmental consequences, and recognition of the need for actions to be protective of the environment as intended by the National Environmental Policy Act (NEPA).

The FHWA proposes to widen and reconstruct 46.18 kilometers (28.7 miles) of U.S. Highway 93 between Somers to west of Whitefish in Flathead County, Montana. The DEIS states that the project is needed to reduce congestion, provide for planned growth and development, improve safety, and provide for improved intermodal facility connections and enhanced scenic values. A range of various highway alignment and design alternatives were initially evaluated including: various alignments for a new parallel corridor to the existing US 93; bypasses of Kalispell and Whitefish; design alternatives to improve capacity of US 93; improving mass transit; implementing measures to reduce traffic on US 93; and the no build alternative.

The build alternatives which were advanced for further evaluation include one overall alignment alternative to improve US Highway 93 along the existing corridor (Alternative A); an alternative to provide a bypass for Kalispell (Alternative B);

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alternative routes through Whitefish using one-way couplets of Spokane Avenue for northbound traffic and Baker Avenue for southbound traffic (Alternative C); and design alternatives including a 4-lane highway with center median with maximum highway corridor width and controlled highway access (Median Alternative); a 5-lane highway with center turn lane with minimum highway corridor width and maximum highway accessibility (Turn Lane Alternative); and combinations of the Median and Turn Lane Alternatives for particular segments (Combo Alternative).

We offer the following comments for your consideration as you complete the Final Environmental Impact Statement (FEIS):

AIR QUALITY

1) We concur with the findings in the DEIS regarding compliance with the emissions-related tests for compliance with the EPA/DOT Transportation Conformity rule published in the Federal Register on November 24, 1993. It should be noted that the project's compliance with the emissions budgets in the Kalispell PM-10 SIP is largely due to the use of more recent, lower emission factors for PM-10 than those that the SIP was based on, and not due to any particular features of the project. Use of the new emission factors is permitted under EPA's rule.

2) In Whitefish, the emissions increase from the project over the no-build scenario in the future years must be mitigated in order for the project to conform. The DEIS suggests several potential mitigation strategies. The final EIS must identify a specific mitigation strategy, quantify its emission benefits, include written commitments to carry out the mitigation measures from the agencies which will be responsible for implementation, and include a schedule for implementation of the mitigation measures. These commitments must be obtained prior to making a conformity determination for the project.

   In correspondence dated March 21, 1994 from Carter- Burgess to Dale Paulson, FHWA, street sweeping is included as a mitigation strategy for Whitefish, and its benefit is quantified. Subsequent correspondence dated April 7, 1994 between Carter-Burgess and Dale Paulson, FHWA, deletes this measure and includes a park and ride, and bicycle/pedestrian projects in the design of the project to eliminate the need for mitigation measures. We believe the proposed sweeping strategy would be much more effective than the projects proposed in the April 7, 1994 letter. If the April 7, 1994 mitigation approach is eventually chosen, the EIS must include quantification of the effectiveness of these projects in reducing emissions below the no-build level, as well as a schedule and commitments for implementation.

3) In the revised air quality analysis in the above referenced April 7, 1994 letter the Kalispell analysis has been deleted. This should be restored for the final EIS. The public should have access to the emissions information upon which the record of decision is ultimately based, and the conformity rule requires the conformity determination to be accompanied by its supporting documentation.

WATER RESOURCES/WETLANDS

1) We are pleased to see it stated on page 3-44 that delineation of wetlands using the 1987 U.S. Army Corps of Engineers Wetlands Delineation Manual will be carried out for the preferred alternative.

2) We support the proposed design concept of a double span bridge at the crossing of Ashley Creek to minimize disturbance to riparian habitat. Similarly we support use of bridge designs which reduce encroachment upon rivers and provide for sediment and bedload transport for the crossings of the Whitefish and Stillwater Rivers.

3) Section 3.10 identifies and discusses wetlands directly along US 93, the bypass corridor, and the alternate route. Wetlands and other environmentally sensitive areas within reasonable proximity to the alignments and bypass routes, however, should also be identified and described. This is necessary to better evaluate indirect effects regarding induced development or changes in patterns of land use, population density and growth rate, that are associated with the alternative highway alignments and design concepts.

   For example, it is stated on page 4-27 that additional development southwest of Kalispell will "displace additional agricultural land uses and adversely affect wetlands and wildlife habitat". What types and quantities of wetlands and wildlife habitat are likely to be adversely affected? We believe an improved analysis of the indirect effects or induced land use and population growth changes potentially associated with the Kalispell bypass (Alternative B) should be carried out, particularly if Alternative B is likely to be selected as the preferred alternative.

   Similarly an improved analysis of wetlands and environmentally sensitive areas within reasonable proximity of the Alternative A alignment may assist in identifying and selecting highway access locations that discourage induced development in wetlands and environmentally sensitive areas.

4) The total direct wetland losses for each highway segment and alternative are shown in Table 4-30 (page 4-66). We found it difficult, however, to identify and quantify the specific impacts to the individual wetlands that comprise the accumulated total wetland losses shown in Table 4-30 (i.e., 28 individual wetlands are located in the highway corridor, and it is not clear which, and to what extent, each wetland will be impacted). We would like to see a clearer display and quantification of individual wetlands impacts in the FEIS, at least for the preferred alternative that will be identified in the FEIS. We feel this is important in order to quantify the functions and values of impacted wetlands, and to assess the adequacy of the wetlands mitigation plan in replacing these lost functions and values. The EPA's comments regarding proposed wetlands mitigation will be sent under separate cover.

5) It is technically incorrect to say in item c on page B-8 of the 404(b)(1) Evaluation in the Appendix of the DEIS that "no discharge shall be permitted if it causes significant environmental impacts". Rather it would be more appropriate to state that "no discharge is permitted if it causes or contributes to significant degradation of the waters of the United States".

6) The most significant wetland fills are associated with the Kalispell bypass (Alternative B), yet these wetland fills are not included in Table B1-2 on page B-12 summarizing Section 404 acreage fill for the alternatives. The draft 404(b)(1) evaluation should address Alternative B wetland filling, since the majority of potential wetland filling (4.32 acres) would occur with this alternative.

7) It is stated on page B-14 of the draft 404(b)(1) evaluation that "avoidance of stream discharges in waterways supporting viable aquatic habitat during spawning and migration periods will be considered". Section 404 program requirements are that stream discharges; shall not disrupt the migration or other movement of those species of aquatic life inhabiting the water body; and shall not occur in spawning areas if practical alternatives exist. This involves giving more than "consideration" to avoiding discharges to streams during spawning and migration periods.

8) It is stated on page B-25 that "between 1.44 and 5.63 acres of wetlands would be disturbed by construction depending on the alternative selected (see Table B1-3)". We did not find Table B1-3 in the draft 404(b)(1) evaluation, and it appears to us that the maximum total wetlands impact that could occur would be 6.23 acres of wetlands rather than 5.63 acres.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

1) We believe that utilization of the Alternative A alignment of the existing US 93 corridor through Kalispell, would be environmentally preferable to the Alternative B Kalispell bypass. Our rationale is that:

* Both alternative alignments appear to comply with the air quality conformity requirements;

* Alternative A through Kalispell involves no stream crossings, and removes no wetlands or less than one acre of wetlands (depending upon highway design width), whereas Alternative B is stated to remove 4.32 acres of wetlands, and involves two new stream crossings (Ashley and Spring Creeks);

* Alternative B, by creating a new alignment and improved road access through presently open agricultural lands south and southwest of Kalispell, has the largest direct impact on Prime and Unique farmland (page 4-31), and may indirectly effect (through induced changes in the pattern of land use, population density or growth rate) or result in displacement of additional agricultural land uses and additional adverse effects on wetlands and wildlife habitat (pages 4-27, 4-36).

2) We also believe that it would be environmentally preferable to utilize the Situational Access Control Alternative (page 4-30) to discourage development in environmentally sensitive areas such as wetlands and wildlife habitat. We believe that, in general, the Median Alternative is environmentally preferable to the Turn-Lane Alternative, since the control of the location and number of highway access points, available with the Median Alternative, can be used to encourage more environmentally compatible and coordinated development, and can assist Flathead County in implementing its Comprehensive Plan to encourage new development within existing communities and discourage development in rural agricultural and environmentally sensitive areas. The Combo Alternative, to the extent that highway access locations can be used to discourage development in agricultural and environmentally sensitive areas such as wetlands and wildlife habitat, would also protect the environment.

Based on the procedures EPA uses to evaluate the adequacy of the information in the EIS and the environmental impacts of the proposed action and alternatives, the DEIS for the U.S. Highway 93-Somers to Whitefish project will be listed in the Federal Register in category EC-2 (environmental concerns, insufficient information). This category indicates that EPA has identified areas of potential impacts, specifically concerning air quality and the preservation of wetlands and environmentally sensitive

5-8

areas, which should be avoided in order to fully protect the environment. Also, the EIS requires resource information in order to fully assess environmental impacts that should be avoided.

The EPA appreciates the opportunity to review and comment on the DEIS. If we may provide further explanation of our concerns please contact Mr. Steve Potts of my staff in Helena at (406) 449-5486 ext. 232, or if you have questions regarding the air quality issues please contact Mr. Jeff Houk in our Denver Regional Office at (303) 293-1766. Thank you for your consideration.

Sincerely,

John F. Wardell, Director
Montana Office

cc: Gene Reetz/Dave Ruiter/John Peters, EPA, 8WM-WQ, Denver
Bob DeSpain/Phyllis Williams, EPA, 8WM-EA, Denver
Jeff Houk, EPA, 8ART-AP, Denver
Bob McInerney/Doug McDonald, COE, Helena
Galen Rasmussen, COE, Planning Division, Omaha
Dale Paulson/Dave Miller, FHWA, Helena
Gordon Stockstad, MDOT, Helena
Kevin Shelley, USFWS, Kalispell
Rob Hazelwood, USFWS, Helena
Jim Vashro, MDFWP, Kalispell
Jeff Herbert, MDFWP, Helena
Jeff Chaffee/Gretchen Bennitt, Montana AQB, Helena

Box 158, Whitefish, Montana 59937 (406) 862-2640

City of Whitefish

May 6, 1994

Cart/Burgess
216 16th Street Mall
Denver, CO 80202

After consideration of the six alternatives presented in the Somers to Whitefish EIS for the Baker Avenue through Whitefish portion of the project, the Whitefish City Council has chosen Couplet C-3 as it's preferred alternative.

When the issue was discussed at our April 4 meeting there was some concern expressed by Baker Avenue residents regarding an increase in large truck traffic on Baker. As a result we would like you to explore mitigation options that could reduce that impact. One possible suggestion was, in addition to the two north bound lanes on Spokane, a single south bound lane that could continue to carry truck traffic.

We would also support the replacement of Spokane Avenue bridge. The culverts that exist under the current structure will not allow the City to construct the planned recreation path that will parallel the river on the north and east side.

As a government body we are very sensitive to project costs. While Couplet C-3 is one of the more costly alternatives it is our belief that the long term benefits justify the expenditure. The Seventh Street bridge, which represents a good share of the additional cost, will provide for the safe movement of car, bicycle, and pedestrian traffic from the growing Southwest portion of Whitefish to and from the schools.

We thank you for our opportunity to comment.

Sincerely,

Mayor Jim Welsh

RECEIVED
MAY 09 1994

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

EMPLOYEE	INIT.	D	A
HONEYWELL			
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MILLER			
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RADLIFF			
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SMITH			
STOKA			
OMO			
CLAY			
CALION			
GIDER			
MANDERA			
BREDNER			

ER-94/0173

MAY 11 1994

Mr. Henry D. Honeywell
Division Administrator
Montana Division Office
Federal Highway Administration
301 South Park Street
Helena, Montana 59626-0056

Dear Mr. Honeywell:

This responds to your request for the Department of the Interior's comments on the draft environmental statement\Section 4(f) evaluation for U.S. Highway 93 (Somers to Whitefish West), Flathead County, Montana.

SECTION 4(f) STATEMENT COMMENTS

While no preferred alternative is indicated, the Department of the Interior would have no objection to Section 4(f) approval of either the No-Build Alternative or Alternative A (in Kalispell and West of Whitefish), both of which would not impact any Section 4(f) properties.

Alternative A plus B(Median) or A plus B(Turn-lane) in the Kalispell area would use land from three Section 4(f) properties, [two historic and one recreation property, the Ashley Creek Recreation Trail, which is also protected by Section 6(f) of the Land and Water Conservation Fund Act (L&WCF)].

We note the detail regarding impacts to the Section 4(f) properties and possible mitigation measures provided for these alternatives, and the on-going consultation with the State Historic Preservation Office and the Montana Department of Fish, Wildlife and Parks, but we cannot support B(Median) or B(Turn-lane) at this time because no information is provided to substantiate that the selection of Alternative A is not feasible or prudent.

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of either the No-Build Alternative or Alternative A in the Kalispell area. If another alternative is selected, we would be willing to provide an expeditious review of any revised Section 4(f) documentation that may be circulated for review and comment.

As this Department has a continuing interest in this project, the National Park Service is willing to cooperate and coordinate with you on a technical assistance basis in future project evaluation and assessment. Please contact the Regional Director, Midwest Regional Office, National Park Service, 1709 Jackson Street, Omaha, Nebraska 68102, telephone (402) 221-3431.

We appreciate the opportunity to provide these comments.

Sincerely,

for Willie R. Taylor

Jonathan P. Deason
Director
Office of Environmental Policy
and Compliance

cc:
Mr. David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620

FLATHEAD COUNTY PARKS AND RECREATION
225 Cemetery Road - Kalispell, MT 59901
(406) 758-5800
CONRAD ATHLETIC COMPLEX 758-5805

May 12, 1994

Gina McAfee
Carter & Burgess, Inc.
216 16th Street Suite 1700
Denver, CO 80202

Dear Gina:

The Flathead County Parks and Recreation Board is in support of the recommendations made by Rails-To-Trails of Northwest Montana as stated in their letter to you dated April 25, 1994 (copy enclosed).

It is the Park Board's intent to support Rails-To-Trails in the development of the trail along Ashley Creek as evident in our committment to provide nearly $12,000 in matching funds for the completion of the eastern end of the Great Northern Trail, which has qualified for ISTEA funding.

Sincerely,

Kim Cheff

Kim Cheff, President
Flathead County Park Board

lw

Enclosure

cc: Rails-To-Trails

RECEIVED
MAY 19 1994
Carter Burgess
Denver Colorado

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

RECEIVED
MAY 17 1994
Carter Burgess
Denver Colorado

Ref: 8MO

May 16, 1994

Mr. Gordon Stockstad, Acting Chief
Environmental & Hazardous Waste Bureau
Montana Department of Transportation
2701 Prospect Avenue
Helena, Montana 59620

Re: Wetland Mitigation for U.S. Highway 93-Somers to Whitefish, Montana

Dear Mr. ~~Stockstad:~~ Gordon

This is to follow-up our meeting of May 11, 1994 regarding the above referenced topic. I have discussed the proposal to create mitigation wetlands at Kalispell's Lawrence Park with Mr. Dick Blodnick, EPA, and Mr. Kevin Shelley, USFWS. Dick and Kevin visited the Lawrence Park site last Thursday with Mr. Doug McDonald, COE. I did not talk to Doug McDonald since he is out of town this week.

Dick and Kevin have advised me that they have concerns about mitigating the loss of wetland functions and values that would occur at the twenty impacted wetland sites along the US 93 Somers-Whitefish Highway corridor (collectively comprising a total of 6.05 to 6.23 acres), with construction of one 6 acre pond at Lawrence Park. They believe there are good functioning wetlands already at Lawrence Park, and they question whether addition of one new 6 acre pond within the city park would adequately replace the various wetland functions and values being lost at the twenty wetland sites along the 28 mile highway corridor. They are also concerned that construction activities at Lawrence Park may disturb the already established wetland habitat at Lawrence Park. They do not know the exact location of the MDT's new proposed wetland pond at Lawrence Park.

I recommend that your staff discuss details of MDT's wetland creation plans at Lawrence Park with Kevin, Dick, and Doug. Kevin Shelley has also suggested that there may be other more appropriate wetland mitigation sites in the Flathead area. Until these concerns are resolved, I believe the MDT should withhold a final decision on wetland mitigation for the US 93 Somers-Whitefish Highway Project.

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If you have any questions please feel free to call me in Helena at (406) 449-5486 ext. 232.

Sincerely,

Stephen Potts, P.E.
Environmental Engineer

cc: Dale Paulson, FHWA, Helena
Kevin Shelley, USFWS, Kalispell
Jeff Herbert, MDFWP, Helena
Bob McInerney/Doug McDonald/Larry Robson, COE, Helena
Rob Hazelwood, USFWS, Helena
Bill Engle/Dick Blodnick, EPA, Helena, 8MO
Bob DeSpain, EPA, Denver, 8WM-EA
Gene Reetz/Dave Ruiter, EPA, Denver, 8WM-WQ
John Peters, EPA, Denver, 8WM-WQ
Jeff Ryan, MDHES-WQB, Helena
Gina McAfee, Carter-Burgess, Inc., Denver

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
AIR QUALITY BUREAU

COGSWELL BUILDING
1400 BROADWAY

STATE OF MONTANA

(406) 444-3454
FAX (406) 444-1374

PO BOX 200901
HELENA, MONTANA 59620-0901

May 17, 1994

Gina McAffee, AICP
Carter-Burgess
216 16th Street Mall
Denver, CO 80202

Dear Gina:

The Air Quality Bureau has reviewed the Draft Environmental Impact Statement (DEIS) for US Highway 93 - Somers to Whitefish and has the following comments.

General Comments

Page S-4: There should be an additional bullet under major unresolved issues stating that mitigation is needed for conformity purposes, specifically, in Whitefish. Also, transportation conformity should be included under Other Federal Actions Required.

Page 1-4: Under secondary benefits it is stated that carbon monoxide will decrease. Since no analysis was completed to determine if the carbon monoxide emissions will decrease, this general statement should not be made, especially since the department is not assured that carbon monoxide will necessarily decrease with the completion of this project.

Page 1-16: The second bullet under Social Needs does not necessarily hold true for PM-10, the pollutant responsible for the redesignation of the area into nonattainment.

Page 2-3: In Section 2.1.2 the reference to the "Montana Air Quality Board" should be the "Montana Air Quality Bureau." The same holds for the reference to the Montana Water Quality Board.

Figure 2-2: An addition should be made to the constraints under Kalispell - it should be stated that it is in nonattainment for PM-10.

Figure 2-3: Similarly, a constraint should be added that Whitefish is also in nonattainment for PM-10.

Page 2-46: In Section 2.4.3, the Air Quality Bureau would like to recommend that limited accesses are paved.

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Page 4-54: Any TSM or alternative modes of travel promoted should be enforceable, possibly through a memorandum. Additionally, any mitigation necessary should also be quantified in order to demonstrate conformity.

4-55: It is stated that the mitigation measures in section 4.8.6 are only to be considered. Will the Air Quality Bureau have any assurances that these mitigation measures will be enforced? Once again, the Air Quality Bureau recommends that the measures chosen be committed to in some sort of memorandum of agreement or other such binding contract; also, emissions reduced from any mitigation be quantified.

Comments on Regional Analysis

Whitefish Analysis:

Since conformity was not demonstrated, mitigation measures must be quantified and enforceable. As stated above, the mitigation measures must be committed to before a conformity determination can be realized for the project.

Kalispell Analysis:

Although the Air Quality Bureau has informally commented on the regional analysis for Kalispell, the bureau would like to reserve its final comment until the bureau has the opportunity to examine the data used to develop the analyses. The bureau recommends that emission factors and further definitions of road classifications be included in the final document.

The bureau would like to rescind its earlier requirements for an annual analysis. EPA Region VIII personnel have recently stated that if an area did not exceed the annual standard, then a conformity determination for the annual standard is not required.

The Air Quality Bureau appreciates the opportunity to review and comment on the DEIS. For any further explanation of our comments, please contact me at 406-444-3454.

Sincerely,

Gretchen Bennitt
Supervisor, SIP Development

GB:tjl

cc: Dale Paulson, FHWA Montana Office
Jeff Houk, EPA Region VIII

The City of Kalispell

Incorporated 1892

Telephone (406) 752-6600
FAX (406) 752-6639
Post Office Box 1997
Zip 59903-1997

Douglas Rauthe
Mayor

Bruce Williams
City Manager

City Council
Members:

Gary W. Nyslul
Ward I

Cliff Collins
Ward I

Barbara Moses
Ward II

Dale Haarr
Ward II

Jim Atkinson
Ward III

Lauren Granmo
Ward III

Pamela B. Kennedy
Ward IV

M. Duane Larson
Ward IV

May 23, 1994

Gina McAfee, Environmental Manager
Carter & Burgess, Inc.
216 Sixteenth Street Mall, Suite 1700
Denver, CO 80202-5131

Re: Highway 93 DEIS and Kalispell Bypass

Dear Gina:

I have been asked to respond to Joe's letter of April 26, requesting input on the bypass alignment in the vicinity of US Highway 2. This letter is a compilation of comments received from the directors of the Public Works and Parks departments.

First with the easy decision. Our preference for the realignment of the Rails to Trails trail is the underpass concept. Pedestrian safety is the obvious concern.

A general preference was expressed for the original bypass alignment at US 2, west of the beer distributors. We would prefer not to see the reconfiguration of Appleway and Corporate Way. However, the new alignment is acceptable if your analysis shows that construction through the old mill pond is not feasible.

With respect to the Greenbriar alternatives, we generally prefer the less developed western route. The eastern alternative would be squeezed in between the moderate density housing of Greenbriar and the high density housing of the Two Mile Vista and Westwind Village Apartments. Also, all of the right of way for the eastern alternative between US 2 and Two Mile Drive must be purchased from one landowner. Although that may seem convenient, this particular property owner could be a challenge. We expect him to require special considerations and be very tenacious about a high purchase price.

A separate issue to be addressed is the lack of sheltered left turn bays on Highway 93 at Oregon, California, Nevada and Wyoming Streets. Left turns by north and south bound cars at each of these intersections cause significant disruptions to traffic flow. We suggest that your final report should include a recommended solution for this problem.

RECEIVED
MAY 25 1994
Carter-Burgess
Denver, Colorado

Please give us a call if you have any questions.

Sincerely,

John C. Wilson
Assistant City Engineer

cc: Joe Hart, Carter & Burgess
Dale Paulson, Federal Highway Administration/Helena
Steve Herbally, Flathead Regional Development Office

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

May 27, 1994

REPLY TO ATTENTION OF

U.S. Army Corps of Engineers
1520 East 6th Avenue
P.O. Box 202301
Helena, Montana 59620

Dale Paulson
Federal Highway Administration
301 South Park, Room 448, Drawer 10056
Helena, Montana 59626

Dear Mr. Paulson:

This is in response to the Draft Environmental Impact Statement for the U.S. Highway 93-Somers to Whitefish project. The following are a compilation of comments from the Omaha District office and Helena Regulatory Office.

a. Section 4.11.1.2 Somers to Kalispell on page 4-65, 1st paragraph top of page, last line, it states that "It may be possible with further taper design considerations to avoid this wetland altogether."

COMMENT: This action, if it is practical to do so, should be incorporated into design and plans as it would further reduce adverse impacts to wetlands.

b. Kalispell Area Including Bypass B on page 4-65, last line of the paragraph, states that "Wetlands 14-17 are all riparian except for 14. There are no differences in impacts between the build alternatives for any of these areas."

COMMENT: The statement is made that impacts are not different, however, a description of the impacts is not given. The extent of the impacts should be clarified.

c. Section 4.22 Permits Needed on page 4-120, 2nd line, states that "Section 404 permit from the U.S. Army Corps of Engineers for filling in wetlands or streams" is needed.

COMMENT: Department of the Army authorization is required as indicated, however, it should also be made clear that authorization is also needed for any discharge of dredged or fill material associated with bridge and pier construction or bank stabilization work.

d. Appendix A, Exhibit 2 and 3 of 29.

COMMENT: Are the wetlands shown existing (that would be affected) or are those proposed for mitigation ? Please clarify as to which type of wetlands these are which appear on the maps.

e. Potential mitigation sites with development plans should be identified in the DEIS also. Approved plans should be identified in the FEIS and approved before Department of the Army authorization is provided.

f. Mitigation funding source(s) should be identified.

g. An on-site field trip to review the potential mitigation sites should be completed prior to the release of the FEIS.

If you have any questions on the contents of this letter please contact our District office in Omaha or call our office at (406) 444-6670.

Sincerely,

doug McDonald for

Robert E. McInerney
State Supervisor
Helena Regulatory Office

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
WATER QUALITY BUREAU

STATE OF MONTANA

PHONE: (406) 444-4549
FAX: (406) 444-1374
Probe # (406) 444-2406

ROOM A-201
1400 BROADWAY
~~Room A-206~~

PO BOX 200901
HELENA, MONTANA 59620-0901

May 31, 1994

Gina McAfee
Carter-Burgess, Inc.
216 16Th. St. Mall, Suite 1700
Denver, Co. 80202

Subject: Comments on preliminary wetland mitigation plan for U.S. Highway 93-Somers to Whitefish, Mt.

Dear Ms. McAfee:

Our comments on the subject project literally "mirror" Steve Potts',EPA comments of 4/28/94 to Gina McAfee,Carter-Burgess. In addition though, we are involved with a small potential wetland mitigation project in Kalispell which may be of interest to you.

The project, which has been submitted to The Montana Department of Transportation and conceptually approved for Intermodal Surface Transportation (ISTEA) funding, would involve the construction of several wetland cells at the Kalispell stormwater outfall that currently allows city street water to enter Ashley Creek without any treatment. Since these constructed wetlands would provide the function of treating highway runoff, a function at least partially impaired by the subject highway project, a mitigation project of this nature might be appropriate partial off-site compensatory mitigation for the subject project. Approximately one acre of constructed wetlands appear possible based on very preliminary design information.

Thank you for the opportunity to respond. Don't hesitate to contact me at 444-4626 if you have additional questions.

Sincerely,

Jeff Ryan

Jeff Ryan
State Wetlands Coordinator

cc: Steve Potts,EPA, Helena
Jack Thomas,DHES, Helena
David Martin,DHES, Helena
Dale Paulson,FHWA, Helena
Jeff Herbert,MDFWP, Helena
Rob Hazelwood,USFWS, Helena

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JUN 03 1994

"AN EQUAL OPPORTUNITY EMPLOYER"

Montana Department of Fish, Wildlife & Parks

JUN 09 1994

1420 East Sixth Avenue
Helena, Montana 59620

June 6, 1994

Gina McAfee, AICP
Project Manager
Carter•Burgess
216 -16th Street Mall
Denver, Colorado 80202

Re: Section 6(f) Land and Water Conservation Fund
US 93 - Somers - Whitefish

Dear Ms. McAfee:

Upon receipt of your letter dated May 23, 1994, I contacted Bob Norwood, Flathead County Parks Director. Bob represents the county as sponsor of the LWCF project known as Ashley Creek. Since the County is the project sponsor all 6(f) mitigation must also meet with their approval. The county fully accepts as mitigation the offer under the present proposal which includes the underpass and the 1:1 replacement of land which is immediately adjacent to the land being converted.

To comply with the Section 6(f) requirements the portion of the Ashley Creek trail that will be taken out of recreation will need to be appraised to determine today's market value. In order to fulfill the 6(f) requirements, the 1:1 replacement lands you propose as replacement must be also appraised to determine if they are of at least equal or greater value.

If the proposed replacement property is of equal value and the environmental studies done indicate the proposed highway project will not negatively impact the remainder of the trail, and the new property has a positive impact to the existing trail, the LWCF federal requirements will have been met and should be acceptable to National Park System.

Please consider this my concurrence with the present proposal provided the above federal requirements are met and feel free to call be at 406-444-3750 in Helena, if you have questions or want to discuss the above.

Sincerely,

Mary Ellen McDonald

MARY ELLEN McDONALD
Program Officer
Resource & Recreation Bureau
Parks Division

cc: Bob Norwood, Flathead County Parks & Recreation
225 Cemetery Road, Kalispell, MT 59901

MMC

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

REPLY TO ATTENTION OF

July 22, 1994

U.S. Army Corps of Engineers
1520 East 6th Avenue
Helena, Montana 59620

Gina McAfee, AICP
Project Manager
Carter Burgess, Inc.
216 16th Street Mall
Denver, Colorado 80202

Dear Ms. McAfee:

This is in reference to your letter of July 1, 1994, which enclosed a summary of the basic wetland mitigation plan for the proposed US 93 Somers to Whitefish project, Montana.

Our office concurs with the strategy outlined in the summary. It is understood that documentation will be provided which substantiates the position that unavoidable wetland losses need to occur. It is also understood that all mitigation measures are subject to final approval/rejection pending review of final plans and evaluation of wetland functions and values. In reference to paragraph 4.11.3.4 "Wetland Finding", our office considers it premature to concur with the statement at this time.

If you have any questions on this letter, please contact me at (406) 444-6670.

Sincerely,

Doug McDonald
Project Manager
Helena Regulatory Office

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JUL 25 1994

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

REPLY TO ATTENTION OF

August 4, 1994

Planning Division

Ms. Gina McAfee, AICP
Carter & Burgess, Inc.
216 16th Street Mall
Suite 1700
Denver, Colorado 80202

Dear ~~Ms. McAfee~~ Gina:

Thank you for the opportunity to review the Draft Final Environmental Impact Statement (EIS) for US Highway 93, Somers to Whitefish West. We offer the following comments.

In reference to Mr. Doug McDonald's letter dated 21 May 1994, he made a comment about the lack of detail on the impacts of wetlands 14 through 17. The EIS states on page 4-65 that "...there are no differences in impacts between the build alternatives for any of these areas," but fails to clarify what the impacts on these wetlands might be.

The source of funding for wetland mitigation should be documented in the EIS. Is mitigation part of the project cost or are additional funds needed to complete the mitigation requirement of the project?

The wetland maps referred to in Mr. McDonald's letter (Exhibit 2 and 3 of 29) have been removed from the report. Are these maps being updated in response to the comment 'which type of wetlands are these represented on the maps? - existing or proposed for mitigation?'

All other previous comments have been adequately addressed.

If you have any questions, please contact Ms. Jeanette Conley of our staff at (402) 221-3133. Thank you again for the opportunity to review this proposal.

Sincerely,

Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII
999 18th STREET - SUITE 500
DENVER, COLORADO 80202-2466

Ref: 8ART-AP

MEMORANDUM July 21, 1994

SUBJECT: U.S. Highway 93 Draft Final Environmental Impact Statement

FROM: Jeff Houk
Air Programs Branch

TO: Steve Potts
Montana Operations Office

I have reviewed the draft Final Environmental Impact Statement for the Highway 93 project, along with the Whitefish Regional Analysis provided in a letter from Dave Miller of Montana FHWA on July 13, 1994. I have no comments on the Whitefish Regional Analysis. I have the following comments on the draft FEIS:

1) **Emissions Analysis:** No comments, except that the statement on page 4-54 that emissions from the preferred alternative are less than one percent higher than the no-build alternative is incorrect.

2) **Mitigation:** In Whitefish, the emissions increase from the preferred alternative over the no-build scenario in the future years must be mitigated in order for the project to conform. The DEIS suggests several potential mitigation strategies, which are different from the mitigation strategies in the Whitefish Regional Analysis. The mitigation strategies in the regional analysis are adequately quantified, but if other measures are chosen before the FEIS is issued, the benefits of those measures must be documented. The FEIS must also include written commitments to carry out the specific mitigation measures from the agencies which will be responsible for implementation, and include a schedule for implementation of the mitigation measures. These commitments must be obtained prior to making a conformity determination for the project.

If you have any questions on these comments, please contact me at (303) 293-1766.

cc: Gretchen Bennitt, Montana AQB
Gina McAfee, Carter & Burgess
Dave Miller, Montana FHWA
Robin Smith, FHWA

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

Ref: 8MO

July 22, 1994

Gina McAfee
Carter-Burgess, Inc.
216 16th Street Mall, Suite 1700
Denver, Colorado 80202

Re: Comments on Draft Wetland Mitigation Plan for U.S. Highway 93-Somers to Whitefish, Montana

Dear Ms. McAfee:

We have reviewed the July 1, 1994 draft Wetland Mitigation Plan for the U.S. Highway 93-Somers to Whitefish, Montana project.

The preferred U.S. Highway 93 construction alternative will include impacts to wetlands at twenty locations between Somers and Whitefish, involving a total loss of 6 acres of wetlands. The Wetlands Mitigation Plan has been developed to replace the functions and values of the unavoidably lost wetlands, and thus, meet our Nation's goal of no net loss of wetlands.

The Plan includes three elements as follows:

1. Replacing or enhancing wetlands at "two or three on-site locations adjacent to the area of impact". Locations for these will be determined during final design.

2. Enhancement of 8.2 acres of wetlands in the U.S. Fish & Wildlife Service Waterfowl Production Area (WPA) on the north end of Flathead Lake. This work will include removal of logs and debris which have accumulated over the years in this WPA (significantly reducing open water habitat in the wetlands), and construction of a berm and headgate to prevent entry of new logs and debris, and to allow control of water level in the wetlands areas.

3. Creation of an approximately 6 acre deep water pond with shallow vegetated edges and islands at Lawrence Park in Kalispell, in cooperation with the Kalispell Parks Department. A boardwalk with interpretive signs will be constructed to provide public access and educational value

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to the area. The boardwalk would be located well away from the eastern edge of the wetland to provide a buffer area, and signs and enforcement will also be used to reduce human impacts to the area. Implementation and enforcement of a pet control ordinance will be used to control disturbance and predation of pets on wetland wildlife.

We also note that there is an effort underway between the Montana Water Quality Bureau and Department of Transportation to construct wetlands at the Kalispell stormwater outfall adjacent to Ashley Creek. These wetlands would provide some treatment (i.e., filtering, clarification, nutrient retention, etc.) to Kalispell's urban stormwater runoff prior to discharge to Ashley Creek. While this wetlands creation effort was not included in the above referenced Wetland Mitigation Plan we think it would be appropriate to include these proposed Ashley Creek stormwater treatment wetlands in the mitigation package since they would help compensate for the function of treating highway runoff.

We believe this collection of wetland mitigation efforts will adequately compensate for the unavoidably lost wetlands impacted by the U.S. 93 Somers-Whitefish highway construction project.

If you have any questions please feel free to contact me in Helena at (406) 449-5486 ext. 232, or Mr. Dick Blodnick at ext. 231. Thank you for the opportunity to comment.

Sincerely,

Stephen Potts

Stephen Potts,
Environmental Engineer

cc: John Peters/Dave Ruiter, EPA, Denver, 8WM-WQ
Jeff Herbert, MDFWP, Helena
Jeff Ryan, WQB, Helena
Dale Paulson, FHWA, Helena
Bob McInerney/Doug McDonald, COE, Helena
Kevin Shelley, USFWS, Kalispell
Rob Hazelwood, USFWS, Helena
Gordon Stockstad, MDT, Helena

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

RECEIVED
AUG 05 1994

Ref: 8MO

August 3, 1994

Gina McAfee
Carter-Burgess, Inc.
216 16th Street Mall, Suite 1700
Denver, Colorado 80202

Re: Comments on Draft Final Environmental Impact Statement for U.S. Highway 93-Somers to Whitefish, Montana

Dear Ms. McAfee:

We have reviewed the Draft Final Environmental Impact Statement (FEIS) for U.S. Highway 93-Somers to Whitefish, Montana.

The Federal Highway Administration (FHWA) and Montana Department of Transportation (MDT) propose to reconstruct and widen 46.18 kilometers (28.7 miles) of U.S. Highway 93 to relieve traffic congestion between Somers and Whitefish in Flathead County, Montana. The preferred alternative involves:

1) a 4 lane divided highway with center median and controlled highway access for various segments totaling 12.5 miles;

2) a five lane highway with center turn lane and uncontrolled highway access for various segments totaling 8.1 miles;

3) a new approximately 8.5 mile U.S. 93 Highway bypass west of Kalispell;

4) a one way couplet for U.S. 93 through Whitefish, with Spokane Avenue providing for northbound traffic and Baker Avenue southbound traffic; and

5) a separated bikepath for feasible portions of the highway corridor.

Our comments follow:

1. The preferred highway construction alternative will involve impacts to wetlands at twenty locations involving a total loss of 6 acres of wetlands area. In order to meet our Nation's No Net Loss of Wetlands goal, a wetlands mitigation plan has been developed to replace the functions and values

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of the unavoidably lost wetlands. EPA commented upon the proposed wetlands mitigation plan in a separate letter on July 22, 1994 (see copy enclosed).

2. In regard to the air quality emissions analysis on page 4-54 the statement that emissions from the preferred alternative are less than one percent higher than the no-build alternative is incorrect.

3. In Whitefish, the air quality emissions increase from the preferred alternative over the no-build scenario in the future years must be mitigated in order for the project to meet Clean Air Act conformity requirements. The draft FEIS suggests several potential mitigation strategies, which are different from the mitigation strategies in the Whitefish Regional Analysis. The mitigation strategies in the regional analysis are adequately quantified, but if other measures are chosen before the FEIS is issued, the benefits of those measures must be documented. The FEIS must also include written commitments to carry out the specific mitigation measures from the agencies which will be responsible for implementation, and include a schedule for implementation of the mitigation measures. These commitments must be obtained prior to making a conformity determination for the project.

4) We suggest noting in Section 4.20 of the FEIS that construction involving discharges to streams supporting aquatic life shall not occur in spawning areas if practical alternatives exist, and that construction will be timed to prevent disruptions to migration of aquatic species.

5) In our comments on the DEIS we indicated that utilization of the Alternative A alignment of the existing U.S. 93 corridor through Kalispell would be environmentally preferable to the Alternative B bypass west of Kalispell. The FHWA's and MDT's preferred alternative in the draft FEIS, however, includes the new Alternative B bypass highway west of Kalispell. While we recognize that there are many factors involved in selecting the preferred alternative, we do not agree with the decision to override the environmental considerations and select the Kalispell bypass as the preferred alternative.

EPA remains concerned about the potential for the Kalispell bypass alternative to induce or hasten changes in the pattern of land use, population density or growth rate, and to result in adverse effects to air and water, wetlands and wildlife habitat, and other natural systems, in the rural areas west and southwest of Kalispell. We disagree with the statement in the last sentence of the 2nd paragraph on page 4-24 that implies that the secondary or indirect land use changes and growth hastening effects of the Kalispell bypass will be minimal (i.e., it is arguable whether such impacts will occur regardless of the implementation of the Kalispell bypass).

It is stated on page 4-24 that implementation of the bypass alternative will accelerate displacement of agricultural land uses southwest of Kalispell. We are also concerned that implementation of the bypass alternative will accelerate displacement and loss of wetlands and wildlife habitat and other environmentally sensitive areas, west and southwest of Kalispell. There is incomplete analysis and disclosure of the potential for the bypass alternative to induce or hasten displacement and loss of wetlands and wildlife habitat, and other environmentally sensitive areas west and southwest of Kalispell.

If you have any questions on these comments, please contact me at (406) 449-5486 ext. 232; or regarding the air quality issues you may want to contact Mr. Jeff Houk in Denver at (303) 293-1766.

Sincerely,

Stephen Potts

Stephen Potts,
Environmental Engineer

Enclosure

cc: Bob DeSpain, EPA, Denver, 8WM-EA
Gene Reetz/Dave Ruiter/John Peters, EPA, Denver, 8WM-WQ
Jeff Houk, EPA, Denver, 8ART-AP
Jeff Chaffee/Gretchen Bennitt, AQB, Helena
Dale Paulson/Dave Miller, FHWA, Helena
Gordon Stockstad, MDT, Helena
Kevin Shelley, USFWS, Kalispell
Galen Rasmussen, COE, Omaha
Bob McInerney/Doug McDonald, COE, Helena

GM

Carter :: Burgess

Consultants in Engineering, Architecture
Planning and the Environment

August 12, 1994

Mr. Stephen Potts
Environmental Planner
US EPA
Region VIII, Montana Office
Federal Building
301 South Park, Drawer 10096
Helena, Montana 59626-0096

Dear Steve:

Attached is a slightly revised response to Question 1. Please review this and call me at 303/820-5232. Assuming this revision adequately responds to your comments, we would like a letter to that effect.

1. EPA disagrees with the presumption that indirect impacts to resources will occur regardless of the implementation of the Kalispell bypass.

   Response: The following additional information will be added to the Final EIS:

   The land use effects of beltways (or bypasses) have been extensively studied, including a landmark study by the US Department of Housing and Urban Development which analyzed land use effects of beltways in numerous United States cities. The findings of these analyses are that beltways do not attract development to a region where a market for growth does not already exist. Beltways do, however, influence the location and timing of development within a region. This basic supposition is consistent with the opinions of the land use planners and other local development experts who served on the US 93 Land Use Subcommittee. These land use planners and others agreed that development is currently occurring in the west Kalispell area, is programmed to continue in the west Kalispell area, and will be accelerated upon completion of the bypass of the west Kalispell area.

Carter & Burgess, Inc. 216 16th Street Mall Denver, Colorado 80202
(303) 820 5240

2. EPA feels there is insufficient disclosure of the potential for the bypass to hasten displacement of wetlands and wildlife habitat.

   Response: Additional information will be added to Sections 4.11.1.2, 4.12.1.3.2, 4.10.1 and 4.3.1.3 which indicates that the bypass has the potential to accelerate loss of wetlands, wildlife habitat and farmland as well as potentially contributing to degradation of water quality.

3. EPA feels there is insufficient disclosure of the negative environmental impacts of the bypass.

   Response: Additional information will be added to Section 2.6.2.2 which acknowledges the negative direct impacts and the potential to accelerate loss of wetlands, wildlife habitat and farmland as well as potentially contributing to degradation of water quality which will occur as a result of implementation of the bypass.

Please provide a written response to let us know by the end of August at the latest if this response adequately addresses your concerns.

Very truly yours,

Gina McAfee

Gina McAfee, AICP
Project Manager

cc: Dale Paulson

som0810m.1gm

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096

Ref: 8MO

August 18, 1994

Mr. Dale Paulson
Federal Highway Administration
Federal Building
Drawer 10056
Helena, Montana 59626

Dear Dale:

In the absence of Steve Potts who is not available, I have reviewed the August 12, 1994 letter from Gina McAfee of Carter Burgess containing revisions to a previous letter from her to Steve Potts. It is my belief that the revisions as outlined in the letter are acceptable to EPA.

If you have any questions, please call me at 449-5486 ext 241.

Sincerely,

William E. Engle

William E. Engle
Chief
Water Branch

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United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 94/173

AUG 3 1994

Mr. Henry D. Honeywell
Division Administrator
Federal Highway Administration
Montana Division Office
301 South Park Street
Helena, Montana 59626-0056

Dear Mr. Honeywell:

This responds to your Consultants' (Carter & Burgess, Inc.) request for the Department of the Interior's comments on the Revised Section 4(f) Documentation for US-93 (Somers to Whitefish West), Flathead County, Montana.

We concur that there are no feasible and prudent alternatives to the proposed use of Section 4(f) properties discussed in the revised document. We also concur with the measures to minimize harm.

The Department of the Interior has no objection to Section 4(f) approval of this project.

Sincerely,

Jonathan P. Deason, Director
Office of Environmental Policy
and Compliance

cc: Mr. David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Transportation
2701 Prospect Avenue, P.O. Box 201001
Helena, Montana 59620

Ms. Gina McAfee, AICP
Project Manager
Carter & Burgess, Inc.
216 16th Street Mall
Denver, Colorado 80202

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Carter & Burgess
Denver, Colorado

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW #809
Washington, DC 20004

Reply to: 730 Simms Street, #401
Golden, Colorado 80401

July 11, 1994

Mr. Dale W. Paulson
Environmental Coordinator
Federal Highway Administration
Montana Division
301 South Park Street, Room 448
Helena, MT 59626

REF: Proposed Reconstruction of U.S. Highway 93, Somers-Whitefish Segment, Flathead County, MT

Dear Mr. Paulson:

Thank you for notifying the Council of the above referenced project. Given the number of historic properties to be affected, the Council concurs with your finding of adverse effect and elects to participate in the consultation process.

In order to comment on the undertaking, however, we will need to review documentation which addresses the types of properties to be affected and the reason why these properties are significant. Please provide the Council with site maps, photographs, information on possible alternative routes and any comments of the Montana State Historic Preservation Office. If the information is readily available, it would also be helpful to have copies of any past coordination and the 1991 Memorandum of Agreement. Although we have this information, it has most likely been archived and will require some time to retrieve.

We look forward to receiving this additional information in the near future. If you should have any questions or comments regarding this matter, please contact Andrew Lewis at (303) 231-5320.

Sincerely,

Claudia Nissley
Director, Western Office
of Review

United States Department of the Interior

FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES
100 N PARK, SUITE 320
HELENA MT 59601

IN REPLY REFER TO
M.17 FHWA (I)

June 17, 1994

Mr. Dale Paulson
Federal Highway Administration
301 South Park, Rm. 448, Drawer 10056
Helena, Montana 59626

Dear Mr. Paulson:

This is in response to your request for comments on the Draft Environmental Impact Statement for the U.S. Highway 93 - Somers to Whitefish, Montana highway project. At this time we have no additional comments beyond which we have previously made to you through the coordination and planning of this project.

Sincerely,

Kemper M. McMaster
Field Supervisor
Montana Field Office

United States Department of the Interior

FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES
100 N PARK, SUITE 320
HELENA MT 59601

IN REPLY REFER TO

M.17 FHWA
HWY 93 Somers-Whitefish

August 8, 1994

Ms. Gina McAfee, AICP
Carter & Burgess, Inc.
216 16th Street Mall
Denver, Colorado 80202

Dear Ms. McAfee:

This is the U.S. Fish and Wildlife Service (Service) response to your July 1, 1994 request, received July 5, 1991, for comments on Volumes I and II of the Preliminary Final Impact Statement for the U.S. Highway 93 - Somers to Whitefish, Montana highway project. In particular, we have reviewed the wetland mitigation efforts described in your July 1 letter (section 4.11.3) which was a result of our June 17 conference call.

Based on our review of the above documents, the Service believes that your proposed wetland mitigation plan will adequately compensate for unavoidable wetland losses associated with any of the build alternatives for the Somers to Whitefish Highway 93 improvement project.

Sincerely,

Kemper M. McMaster
Field Supervisor
Montana Field Office

cc: Kalispell Suboffice

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AUG 11 1994
Carter-Burgess
Denver Colorado

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
AIR QUALITY BUREAU

COGSWELL BUILDING
1400 BROADWAY

STATE OF MONTANA

(406) 444-3454
FAX (406) 444 1374

PO BOX 200901
HELENA, MONTANA 59620-0901

August 8, 1994

Gina McAffee
Carter-Burgess, Inc.
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Gina:

The Department of Health and Environmental Sciences' Air Quality Division (AQD) has reviewed the US Highway 93 Draft Final Environment Statement (EIS), Volumes I & II and has the following comments.

1) As of July 1, 1994 the Air Quality Bureau is now known as the Air Quality Division.

2) Figures 2-2 and 2-3: Air quality was not mentioned in the constraints.

3) Page 2-40: AQD concurs with the Kalispell and Whitefish regional emissions analysis for the currently chosen alternative. However, should the alternatives change, AQD would need to reserve its comments until a review of a revised regional emissions analysis is complete.

4) Page 3-38: A third control strategy for Kalispell was adopted by the Board of Health and Environmental Sciences on May 20, 1994. The mandatory use of liquid deicer will be implemented if the PM-10 standard is exceeded after December 31, 1994.

5) Page 3-38: An additional control strategy being considered for Whitefish is either the mandatory or voluntary control of residential wood burning.

6) Page 4-54: The statement that the emissions from the preferred alternative are less than one percent higher than the no-build alternative is incorrect.

In general, the amount of work that you and your staff have accomplished and the detail in which you have addressed all of the Air Quality Division's comments should be commended. It was a pleasure to work with you and your staff.

Sincerely,

Gretchen Bennitt, Supervisor
SIP Development

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Carter-Burgess
Denver Colorado

AN EQUAL OPPORTUNITY EMPLOYER

Montana Department of Fish, Wildlife & Parks

1420 East Sixth Avenue
Helena, Montana 59620

June 21, 1994

Gina McAfee, AICP
Project Manager
Carter•Burgess
216 -16th St. Mall
Denver, CO 80202

Re: Section 6(f) LWCF Project #30-00375
U.S. 93 - Somers - Whitefish

Dear Ms. McAfee:

Consider this my concurrence with your suggested language to be included in the Final EIS on the above project as stated in your letter of June 15, 1994.

Today, I discussed the contents of your letter with Bob Norwood, Flathead County Parks Director. Bob indicated that he has been working closely with you throughout this environmental process and is also in agreement.

Let me know if you need any further information and please keep me informed as the project progresses.

Sincerely,

MARY ELLEN McDONALD
Program Officer
Resource & Recreation Bureau
Parks Division

cc: Bob Norwood

MMC

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JUN 27 1994

State Historic Preservation Office
Montana Historical Society
1410 8th Avenue • PO Box 201202 • Helena, MT 59620-1202 • (406) 444-7715

June 22, 1994

Gordon J. Stockstad, Acting Chief
Environmental and Hazardous Waste
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620-1001

Re: Sommers - Whitefish
AES - STPP 0002(68)

Dear Gordon:

Thanks for your patience and the excellent cooperation of your consultants and staff in helping us finish review of the many properties recorded for this undertaking. Kathy McKay's supplemental look at questionable properties and areas was invaluable, as was Jon Axline's availability to answer questions and assistance in difficult evaluation calls. Where my recommendations differed with those presented in the report, Jon was consulted. I believe the eligibility judgements presented here are consensus ones as a result. However, if there are problems, please do let me know.

In order to make this as simple as possible, I have copied tables from the GCM report with their recommendations, and added either Concur to indicate agreement, or changed the call as a result of evaluation and/or further consultation. Notes have been added as necessary.

I will try to address the other bits and pieces of this project as cogently as possible below:

1. MDT letter of June 7, 1994:

Kalispell Main Street Commercial District: We, too, agree with the recommendations McKay made for the district, including boundaries and evaluations. **We are happy to concur.**

Kalispell Courthouse Historic District: As discussed with Jon on 6/7/94, McKay has revised this district based on additional work completed recently. The building list in your letter of 6/7/94 is, in fact, based on the later body of work, **and we concur both that the District is eligible and with McKay's revised evaluation recommendations.** Both of these districts have been approved for National Register listing by the Montana Historic Preservation

Review Board.

2. MDT letter of 6/10/94 transmitting McKay addendum of 6/6/94:

Thank you for the record of Bowser's Spring Creek. It is an interesting irrigation feature.

We understand Smithsonian numbers will follow for the three historic residential clusters Kathy recorded, as well as for the creek. In the interim, **we concur that the Scott House, the Frach House and the Thorvilson House will not qualify for listing in the Register.**

3. Finally, a quick note on other districts proposed or considered in the main GCM report. First, we agree that no districts other than those proposed appear to be present in the project area. That includes districts based on landscapes. We do, however, believe it would be best to take another look at the boundaries of the Whitefish Historic Residential District. Additional consultation has altered evaluations within the proposed district in ways which may help clarify where boundaries might best be drawn. We will be happy to sit down with Jon once the dust has settled for another look at the issue.

Attached are the rest of the evaluation sheets. Please call if you have questions. Thanks.

Sincerely,

Katherine M. Huppe

Katherine M. Huppe
Archaeologist/Historian

cc: Dale Paulsen, FHWA
Jeanette Lostracco, Carter-Burgess

Sunset Boulevard, Kalispell. The current alignment of US 93 in north Kalispell follows Sunset Boulevard northwest from North Main Street to the intersection with North Meridian. South of Sunset Blvd the highway has been previously studied by Kathy McKay (1993) and to the north there are no historic sites along the alignment to the end of the segment at the US 93 / Reserve Street intersection. Most of the historic residential sites recorded within the boundaries of the corridor were built prior to the construction of the road. Sunset Boulevard was constructed through the north side neighborhood relatively recently (around 1936). As a result, there is little historic commercial or residential development fronting Sunset Boulevard. Thirteen sites were recorded, only one was recommended as eligible for the NRHP. The sites are listed in Table 4 and are described in Section A.

Table 4. Historic sites recorded along Sunset Boulevard in Kalispell.

ADDRESS	NAME/DESCRIPTION	STATUS/	SITE NO.	SHPO 6/94
569 N. Main	Melby House	N	24FH661	Concur
575 N. Main	Goldizen House	N	24FH652	Concur
27 W. California	Marcy House	N	24FH653	Concur
567 1st Ave WN	Kaiser House	N	24FH654	Concur
596 1st Ave. WN	Billsborough House	N	24FH655	Concur
663 1st Ave. WN	Wills House	N	24FH656	Concur
687 1st Ave. WN	Vick House	N	24FH657	Concur
115 West Wyoming	French House	H	24FH658	Concur
49 W. Wyoming	Eslick House	N	24FH659	Concur
666 Sunset Boulevard	Haberdash Shop	X	24FH660	ELIGIBLE
685 2nd Ave. WN	Miller House	X	24FH661	ELIGIBLE
318 W. Utah	Tichbourne House	N	24FH662	Concur
300 Colorado	Robertson House	N	24FH663	Concur

H = Recommended to be eligible for the NRHP
N = Recommended not to be eligible for the NRHP

Alternate B, Kalispell. Alternate B follows the Kalispell - Somers Railroad Spurline (24FH350) from where it leaves the existing right of way approximately 3 miles south of Kalispell to a point where it crosses Valley View Dr. west of Kalispell. To the north the route crosses Montana Highway 2, 2 Mile Drive, 3 Mile Drive, and curves to link up with Stillwater Road. The route follows Stillwater Road from a point to the north of 3 Mile Drive to the intersection of Stillwater and Reserve Street. From the corner of Stillwater and Reserve, the route turns east to rejoin US 93 at US93 and Reserve. Of the 15 sites recorded along the route four have been determined by the Montana SHPO eligible for the NRHP, another is recommended to be eligible, and the remaining nine are not considered eligible. One site, the Railroad Spurline, was previously recorded and determined to be eligible for the NRHP. Table 5 lists the historic sites recorded along Kalispell Alternate B and the sites are described in Section B.

Table 5. Historic sites recorded along Alternate B in Kalispell.

ADDRESS	NAME/DESCRIPTION	STATUS	SITE NO.	SHPO 6/94
Somers to Kalispell	Railroad Spurline (recorded prev.)	H	24FH350	Concur
105 Valley View	Simones House	H N (McKay 6/94)	24FH491	Concur N
335 Valley View Drive	McDonnell Place	H	24FH496	Prev. Det
405 Valley View Drive	Bastam Place	N	24FH664	Concur
1433 Highway 2	Wager/Martin Place	I N (McKay 6/94)	24FH665	Concur N
505 2 Mile Drive	Sprenger Place	N	24FH666	Concur
510 2 Mile Drive	Smith House	N	24FH667	Concur
524 2 Mile Drive	Thorvildson Cabin	N	24FH492	Prev. Det
577 2 Mile Drive	Angus House	N	24FH668	Concur
611 2 Mile Drive	Stufft Farm (Byrne - McKay 6/94)	H	24FH493	Concur[1]
720 2 Mile Drive	Frach Place	N	24FH669	Concur
212 3 Mile Drive	McGlenn Place	N	24FH670	Concur
236 3 Mile Drive	Nonemacher Place	N	24FH671	Concur
327 3 Mile Drive	Don Schultz Place	H	24FH494	Concur
245 Stillwater Road	Hill View Stock Ranch	N	24FH495	Concur
605 Stillwater Road	Grosswiler Dairy	N	24FH672	Concur

H = Eligible or recommended eligible for the NRHP
I = The site as a whole is not recommended to be eligible for the NRHP; however, individual feature(s) are recommended to be eligible.
N = Recommended not to be eligible for the NRHP nor contributes to a historic district.

Kalispell to Whitefish. This corridor follows the current alignment of US 93 and has been previously surveyed. Six sites were recorded, but historic research revealed that they had not yet reached the requisite 50 years required for the NRHP. Two previously recorded sites that were revisited had suffered substantial degradation. These site are the White Log Cabin (24FH312) and the Oasis Cabin (24FH371). Alterations to the sites are discussed in Section C.

1. Byrne - Eligible House does not contribute.

Spokane Avenue, Whitefish. From the southern city limits of Whitefish to 2nd Street East, the existing alignment of U.S. Highway 93 runs along Spokane Avenue. Spokane Avenue is historically significant for the large number of cottages and bungalows dating from the 1910s and 1920s that still exist and retain their integrity. Relatively intact historic residential developments flank Spokane Avenue on the west and east so that the highway route separates the eastern and southern neighborhoods of the Whitefish Historic Residential District. Along Spokane Avenue 27 historic sites were recorded with an additional three sites along Riverside Street. Of these 30 sites, four are recommended to be eligible for the NRHP and 21 sites (including two of the NRHP eligible sites) contribute to the proposed Whitefish Historic Residential District. Only seven sites are neither recommended to be eligible for the NRHP nor contribute to the Whitefish Historic Residential District. The sites are listed in Table 6 and described in Section D.

Table 6. Historic sites recorded in Whitefish along Spokane Avenue. These sites are within the Whitefish Historic Residential District.

ADDRESS	NAME/DESCRIPTION	STATUS	SITE NO.	SHPO 6/94
335 & 345 Spokane Avenue	Methodist Church and Parsonage	H/CR	24FH499	*
405 Spokane Avenue	Rygg Cottage	CR		Concur
406 Spokane Avenue	Hospital	H	24FH519	Concur
411 Spokane Avenue	Village Square Realty	~~CR~~		would contrib
422 Spokane Avenue	Carter cottage	CR Marginal integrity		Concur
429 Spokane Avenue	Bowden Cottage	CR (P.27d-NC)		Concur N
432 Spokane Avenue	Atchison Bed and Breakfast	CR		Concur
444 Spokane Avenue	Wicks Cottage	CR		Concur
445 Spokane Avenue	Gilliland Bungalow	CR		Concur
504 Spokane Avenue	Garden Wall Inn	H/CR	24FH520	Concur
505 Spokane Avenue	Big Mountain Insurance	N		Concur
511 Spokane Avenue	Fern Nelson Cottage	CR Changes overwhelm		NC
514 Spokane Avenue	Mace Bungalow	CR		Concur
519 Spokane Avenue	Barnett Bungalow	CR Not "Primary" Windows		Concur
527 Spokane Avenue	Wagner Cottage	CR Changes overwhelm		NC
533 Spokane Avenue	Smith Cottage	CR		Concur
538 Spokane Avenue	Frasier Bungalow	CR		Concur
543 Spokane Avenue	Reimer Bungalow	CR		Concur
547 Spokane Avenue	The Landlord	CR (P. 65d - NC)		Concur
550 Spokane Avenue	Ost House	CR (Prept NC)		Concur
560 Spokane Avenue	Sargent Cottage	CR		Concur
565 Spokane Avenue	Benda Cottage	CR		Concur
566 Spokane Avenue	Sparks Cottage	CR		Concur
567 Spokane Avenue	Charlie Cooke Cabin	N		Concur
570 Spokane Avenue	Russell Bungalow	CR		Concur
737 Spokane Avenue	Cyrus Nelson House	N	24FH521	Concur
615 Riverside Drive	Foundation	N	24FH522	Concur
633 Riverside Drive	Linn House	N	24FH523	Concur
639 Riverside Drive	Gordon Cottage	N	24FH524	Concur
647 Riverside Drive	Willoughby House	H	24FH525	Concur

H = Eligible or recommended eligible for the NRHP
CR = Recommended to be contributing to the proposed Whitefish Historic Residential District
N = Recommended not to be eligible for the NRHP nor contributing to the proposed Whitefish Historic Residential District.

* Parsonage CR Church N

Baker Avenue, Whitefish. This alternative route for Highway 93 extends from a point on Spokane Avenue just south of 9th Street to the corner of Baker Avenue and East 2nd Street. The route runs through a relatively recent commercial development and a gravel pit on the south end and a residential area on the north. North of the Whitefish Bridge on the east side of the street, the historic dwellings have been removed to make room for a new post office and the new Whitefish Credit Union building. Along this route 21 historic structures have been recorded. The Ray E. Taylor House (24FH449), more commonly known as the "Castle", was previously recorded and is listed on the NRHP. Two sites are recommended to be eligible for the NRHP. Nine sites (including the one of the recommended NRHP eligible sites) contribute to the proposed Whitefish Historic Residential District and 12 sites are not recommended to be eligible nor do they contribute to the Whitefish Historic Residential District. Sites are listed on Table 7 and described in Section E.

Table 7. Historic sites recorded in Whitefish along Baker Avenue. Baker Avenue north of the 800 block is within the Whitefish Historic Residential District.

ADDRESS	NAME / DESCRIPTION	STATUS	SITE NO.	SHPO 6/94
221 Baker Avenue	Old Firehall / Flathead Travel	N	24FH561	Concur
239 Baker Avenue	Harry Hotel Garage	N	24FH562	Concur
305 Baker Avenue	Alpine Chiropractic	CR		Concur
315 Baker Avenue	Arndt (Nelson) Bungalow	CR		Concur
331 Baker Avenue	Winton Cottage	CR		Concur
500 Baker Avenue	Riverside Park	CR		Concur
550 Central Avenue	Dr. William Taylor House	H/CR	24FH563	Concur C.N.to
577 Baker Avenue	Bill Hoppe House	N		Concur
580 Baker Avenue	Hansen Cottage	~~N~~		Eligible CR
583 Baker Avenue	Jan Bell House	CR		Concur
603 Baker Avenue	Frank Feency House	N		Concur
604 Baker Avenue	Larry Meirsma Bungalow	CR (Very Marginal)		Concur
612 Baker Avenue	Dick Gaertner House	CR (Marginal)		Concur
704 Baker Avenue	Moen Residence	N		Concur
722 Baker Avenue	Thompson House	N		Concur
728 Baker Avenue	Jungs House	N		Concur
734 Baker Avenue	Johnson House	CR		Concur
109 Eighth Avenue	Cheff Cabin	N (Lounge?)	24FH564	Concur
841 Baker Avenue	Gordon House	N	24FH565	Concur
847 Baker Avenue	Wicen Cabin	N	24FH566	Concur
844 Baker Avenue	Hennessey House	H	24FH567	Concur *
200 Eighth Street	Ray E. Taylor House (prev recorded)	H	24FH449	Prev. Det.
9th and Baker Avenue	Tacheny Shop	N	24FH568	Concur N

H = Eligible or recommended eligible for the NRHP
I = Recommended to have one or more features individually eligible to the NRHP.
CR = Recommended to be contributing to the proposed Whitefish Historic Residential District.
N = Recommended not to be eligible for the NRHP nor contributing to the proposed Whitefish Historic Residential District.

* We recommend considering this as a contributing element to the Ray E. Taylor House (24FH 449).

1. Conflicting recommendations in rept., p. 70c

East 2nd Street, Whitefish. The existing alignment of Highway 93 turns west in downtown Whitefish at the corner of Spokane Avenue and East 2nd Street. The East 2nd Street segment continues from the corner to where the highway crosses the Whitefish River. The route goes through the heart of the Whitefish business district. The commercial core of Whitefish was found to lack integrity and is not recommended as meeting the criteria of the NRHP as a historic district. All buildings along the route were evaluated individually and several sites on the eastern end of the route were within the Whitefish Historic Residentail District and are considered to be contributing elements to the WHRD.

On the East 2nd Street segment, 17 historic structures were recorded. Of these, eight are recommended to be eligible for the NRHP. Three of the NRHP recommended sites also contribute to the proposed WHRD and nine sites were both non-eligible and non-contributing. Sites are listed on Table 8 and discussed in Section F.

Table 8. Historic sites recorded in Whitefish along East 2nd Street. The 200 block of East 2nd Street is within the Whitefish Historic Residential District.

ADDRESS	NAME / DESCRIPTION	STATUS	SITE NO.	SHPO 6
628 East 2nd Street	Central High School	H	24FH546	Concur
540 East 2nd Street	Glacier Garage	H	24FH547	Concur
205 Central Avenue	Orpheum Building	N	24FH548	Concur
147 Central Avenue	Robinson Building (south)	N	24FH549	Concur
148 Central Avenue	Haines Drugstore	N	24FH550	Concur
429 East 2nd Street	Central Hotel	~~H~~	24FH551	N'
419 East 2nd Street	Whitefish Meat Market	N	24FH553	Concur
418 East 2nd Street	Whitefish Credit Union	N	24FH552	Concur
410 East 2nd Street	Tillet Building (Grannie Annie's)	N	24FH554	Concur
Baker and East 2nd Street	City Hall	N	24FH555	Concur
336 East 2nd Street	Great Northern Bar (Glacier Cyclery)	N	24FH556	Concur
304 East 2nd Street	Masonic Temple	H	24FH558	Concur
301 East 2nd Street	Duncan Samson Block	H	24FH559	Concur
223 East 2nd Street	J. A. Samson House	H/CR	24FH560	Concur
226 & 233 East 2nd Street	Campbell Funeral Home & LaBric Bungalow	~~H/CR~~	24FH557	N/CR
220 East 2nd Street	Ron Wright House	N		Concur
212 & 214 East 2nd Street	Holy Trinity Episcopal Church & Rectory	~~H/CR~~	24FH565	N/CR

H = Recommended to be eligible to the NRHP
CR = Recommended as contributing to the proposed Whitefish Historic Residential District
N = Recommended as not eligible for the NRHP nor does it contribute to a historic district

West 2nd Street, Whitefish. From the Whitefish River Bridge to a point west of the Whitefish Golf Course where the road bends to the southwest at State Park Road, the present alignment of Highway 93 follows West 2nd Street. Primarily a residential street, 40 of the 41 historic sites recorded were dwellings. Because most of the dwellings are within the larger Whitefish Historic Residential District, they have been evaluated in terms of their contribution to the District. Of the 40 residences, three were recommended as eligible for the NRHP, 29 contributed to the proposed WHRD (including one of the NRHP recommended sites) and only nine were neither recommended to the NRHP nor contribute to the WHRD. The only non-residential site, the Whitefish Country Club, was also recommended as eligible for the NRHP. Two residences, the Northern Silver Fox Farm and the Whitefish Country Club were not related to the WHRD development and were evaluated individually in terms of the NRHP. Several structures such as those at 33 and 37 2nd Street West appear to be old enough for recordation, but futher research revealed that they were moved onto their present location after the construction of Hungry Horse Dam in the early 1950s. The sites are listed on Table 9 and discussed in Section G.

* Conflicting recommendation in rept. p. 23f.
1. Central Hotel - This building could contribute, but modifications too severe to stand alone as eligible.
2. "2340 (Funeral home) retains little integrity and is not the original funeral home [illegible] from 1905 [illegible]

Table 9. Historic sites recorded in Whitefish along West 2nd Street. West 2nd Street is within the Whitefish Historic Residential District.

ADDRESS	NAME / DESCRIPTION	STATUS	SITE NO.	SHPO 6/94
11 West 2nd Street	Morgan Bungalow	CR		Concur
20 West 2nd Street	Brennan House	CR		"
25 West 2nd Street	Edmundson Bungalow	CR		"
38 West 2nd Street	Murphy House	CR		"
40 West 2nd Street	Stewart Bungalow	CR		"
50 West 2nd Street	McGrath House	N		"
114 West 2nd Street	Babcock Cabin	CR		"
118 West 2nd Street	Hennessy Log Bungalow	H/CR	24FH569	"
121 West 2nd Street	Monk Bungalow (Windows?)	CR		Concur
124 West 2nd Street	Cookingham House	CR		NC
133 West 2nd Street	Purves House	CR?		Concur
134 West 2nd Street	Best Cottage	CR		Concur
144 West 2nd Street	Hair Connection	N		NC
214 West 2nd Street	Dugan House	CR? (Changes Overwhelm)		Concur
224 & 226 West 2nd Street	Tibbits Cottages	CR		"
225 West 2nd Street	Hogan House	N		"
244 West 2nd Street	Karstetter Cottage	CR		"
245 West 2nd Street	Markus Cottage	N		"
305 West 2nd Street	Littlefield Bungalow	CR		"
314 West 2nd Street	Harris Cottage	CR		Concur
315 West 2nd Street	Franklin Bungalow	CR		NC
322 West 2nd Street	Aylesworth Cottage	CR (Changes Overwhelm)		Concur
327 West 2nd Street	Josephson Bungalow	CR		NC
336 West 2nd Street	Dunham Shanty	CR (lost integrity)		NC
340 West 2nd Street	Dunham Shanty II	CR "		Concur
414 West 2nd Street	Kastella Bungalow	CR (±)		Concur
415 West 2nd Street	Harlow House	H	24FH570	NC
424 West 2nd Street	Loomis Cottage	CR (lost integrity)		Concur
427 West 2nd Street	Midby Bungalow	H	24FH571	Concur
435 West 2nd Street	Lodinaff House	CR (Marginal)		Concur
438 West 2nd Street	Geddes House	N		Concur
514 West 2nd Street	Steury Cottage	N		NC
526 West 2nd Street	Namst Cottage	CR?		Concur
527 West 2nd Street	Search House	CR		Concur
532 West 2nd Street	Hamlin House	N		NC
640 West 2nd Street	Hanson Bungalow	CR		Concur
702 West 2nd Street	Funk House	N		Concur
714 West 2nd Street	Knapton Cabin	CR		Concur
724 West 2nd Street	Storkson Cottage	CR (Marginal)		Concur
205 Parkhill Avenue	Northern Silver Fox Farm	N	24FH572	Concur
	Whitefish Country Club	H	24FH573	

H = Recommended to be eligible to the NRHP
CD = Recommended to be contributing to the proposed Whitefish Historic Business District
CD? = Recommended to be marginally contributing to the proposed WHRD
N = Recommended not to be eligible for the NRHP nor does it contribute to a historic district

Highway 93 West of Whitefish. This portion of Highway 93 runs through the wooded hills to the west of Whitefish, beginning at the west end of the Whitefish Country Club and ending at MP 135. Twelve historic sites were examined along the project corridor. Only one site, the Patton Mattress Factory at 2055 Highway 93 West, is recommended eligible for the NRHP. The other nine sites are not recommended to be eligible nor do they contribute to any historical district. The sites are listed in Table 10 and discussed in Section H.

Table 10. Historic sites recorded in West of Whitefish along the current alignment of US 93.

ADDRESS	NAME / DESCRIPTION	STATUS	SITE NO.	SHPO 6/9
1735 Highway 93 West	Soft Scissor	N	24FH574	Concur
1975 Highway 93 West	Sletten Cottage	N	24FH575	Concur
2055 Highway 93 West	Patton Mattress Factory / Wehr	H	24FH497	Concur *
2100 Highway 93 West	Orsua House	N	24FH576	Concur
2145 Highway 93 West	Torgison House	N	24FH577	Concur
2475 Highway 93 West	Corrals and Tackroom	N	24FH578	Concur
2626 Highway 93 West	Westermark Place	X	24FH579	Eligible •
2860 Highway 93 West	Woodsman Cottage	M ??	24FH580	Eligible A
3980 Highway 93 West	Lich Farmstead	N	24FH581	Concur

H = Recommended to be eligible to the NRHP
M = Modern, but recorded to preserve unique cultural information.
N = Recommended not to be eligible for the NRHP nor does it contribute to a historic district

* These two properties have the same Depression-era associative significance, and each is eligible. We recommend separating the properties (2 forms, 2 #s). Our evaluation of the Wehr place assumes enough of the land/farm environment remains to illustrate setting.

• Westermark - Again, Depression-era flight from drought to refuge in Flathead. We believe this property retains sufficient integrity to qualify under A.

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Marc Racicot, Governor

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June 28, 1994

Marcella Sherfy
State Historic Preservation Office
1410 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

Subject: AES - STPP 0002(68)
Somers - Whitefish
Control No. 2374

Enclosed is the Determination of Effect (DOE) for the above project. We have determined that the proposed project would have **No Effect** to the NRHP-eligible properties located on Sunset Boulevard, Baker Avenue and to the Kalispell Main Street Commercial District. There would be **No Effect** to the Westermark Place (24FH579) and the Woodsman Cottage (24FH580). There would be **No Adverse Effect** to the McDonnell Place (24FH496), Don Schultz Place (24FH494) and the NRHP-eligible properties located on Spokane Avenue, East Second Street and at the Patten Mattress Factory/Wehr Place (24FH497) on U.S. Highway 93 west of Whitefish. There would be an **Adverse Effect** to the Somers Branch of the Great Northern Railway (24FH350) and twenty-four NRHP-eligible properties located within the potential Whitefish Residential Historic District.

The proposed MDT Somers - Kalispell project is included within this expanded project. Effects to the Somers Branch of the Great Northern Railway (24FH350), Altenberg Farm (24FH276), McCormack Farm (24FH277) and barn at the Mellem Farm Site (24FH286) would remain the same and the existing Memorandum of Agreement would still apply to those properties.

For the purposes of expediting the DOE, the Patten Mattress Factory (24FH497) and the Wehr Place will be retained as a single unit. Jon Axline, however, will begin work on amending the site record as suggested in your letter of 22 June 1994. We believe, however, that the proposed project would have No Adverse Effect to the Wehr Place.

To mitigate proposed impacts to the Whitefish Residential Historic District, the FHWA and MDT is proposing to define the district boundaries and prepare a nomination of the

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potential historic district to the NRHP. This would, we believe, clarify the issues raised by Kathy Huppe in her correspondence.

The Advisory Council has not yet responded to our request for consultation. Once their role in the process is known, we will forward the Memorandum of Agreement to your office for your signature.

If you have any questions, please contact Jon at 444-6258.

Gordon J. Stockstad
Gordon J. Stockstad, Acting Chief by Jon
Environmental & Hazardous Waste Bureau

GJS:JA:D:ENV:192.gg

Enclosure

cc: James Weaver, P.E., Missoula District Engineer
Carl S. Peil, P.E., Preconstruction Bureau
Dale Paulson, FHWA
Jeanette Lostracco, Carter-Burgess

CONCUR
MONTANA SHPO
DATE 7/14/94 SIGNED K. Huppe

United States Department of the Interior

FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES
100 N PARK, SUITE 320
HELENA MT 59601

TAKE PRIDE IN AMERICA

IN REPLY REFER TO

January 10, 1994

Ms. Jeanette Lostracco
Carter-Burgess, Inc.
216 16th Street Mall
Denver, Colorado 80202

Dear Ms. Lostracco:

This is in response to your letter of December 22, 1993, received on January 4, 1994, requesting Fish and Wildlife Service (Service) concurrence for the Montana Department of Transportation (MDT) proposed highway improvement project from Somers to Whitefish along US Highway 93.

The Service has reviewed the Biological Assessment and concurs with your determination that the proposed project is not likely to adversely affect the endangered bald eagle (Haliaeetus leucocephalus), the endangered peregrine falcon (Falco peregrinus) and the proposed water howellia (Howellia aquatilis).

In addition, the Service does not anticipate any incidental take of listed species as a result of the proposed project. Therefore, pursuant to S402.13 (a) of the 50 CFR, formal consultation is not required. If, after public review and comment, the final project design is changed so as to have effects on threatened and endangered species other than those described in the December 1993 Biological Assessment, a revised Assessment will need to be prepared. The Service will then issue a concurrence-nonconcurrence letter addressing the revised Biological Assessment.

We appreciate your efforts to ensure the conservation of these endangered species as a part of MDT's responsibilities under the Endangered Species Act, as amended.

Sincerely,

Kemper M. McMaster
Field Supervisor
Montana Field Office

cc: Kalispell ES Suboffice

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The City of Kalispell

Incorporated 1892

Telephone (406) 752-6600
FAX (406) 752-6639
Post Office Box 1997
Zip 59903-1997

Douglas Rauthe
Mayor

Bruce Williams
City Manager

City Council
Members:

Gary W. Nystul
Ward I

Cliff Collins
Ward I

Barbara Moses
Ward II

Dale Haarr
Ward II

Jim Atkinson
Ward III

Lauren Granmo
Ward III

Pamela B. Kennedy
Ward IV

M. Duane Larson
Ward IV

July 13, 1994

Ms. Gina McAfee, A.I.C.P.
Carter-Burgess
216 16th Street Mall
Denver, CO 80202

RE: U.S. 93 Landscape Agreement

Dear Gina:

I received your additional information regarding the U.S. 93 Landscape Maintenance Agreement.

The description of the"gateway" areas for the preferred alternative plan is acceptable.

In addition I think it is necessary to merge this agreement with the original Hwy "93" beautification commitment from the Montana Department of Transportation which appropriates a $100,000.00 dollars each for the North and South entrance gateways.

It would be the logical move to cover all areas of beautification landscaping with one maintenance agreement. The City of Kalispell will be responsive to a maintenance agreement identifying these areas.

In addition, as per your letter of June 7, you stated the mediums may not be wide enough to accommodate trees. I feel if at all possible I would like to see trees designed into the "gateway landscape" and mediums. Hopefully, we can work this out during the design stages.

Again, it is essential that the City of Kalispell have a review authority for the project.

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Denver Colorado

Thank you for your cooperation in this matter. If any concerns or questions should arise, please feel free to contact me at any time.

Sincerely,

Michael Baker, C.L.P.
Director of Parks & Recreation

cc: Mr. Bruce Williams, City Manager

Box 158. Whitefish. Montana 59937 (406) 862-2640

City of Whitefish

28 June 1994

Gina McAfee, AICP
Project Manager
Carter-Burgess
216 16th Street Mall
Denver, CO 80202

Dear Gina:

Pursuant to our recent telephone conversation regarding the draft sample agreement for maintenance of landscaping along U.S. Highway 93 in Whitefish, this letter will confirm the willingness expressed by the Whitefish City Council at their 20 June meeting to enter into such an agreement with the Montana Department of Transportation. The Council believes there will be sufficient interest on the part of community groups or the Park Board to undertake required maintenance responsibilities, but is willing to act as the responsible party.

If you have any questions regarding the Council's response, please call or write.

Sincerely,

DALE A. ENNOR
City Manager

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Denver, Colorado

Box 158, Whitefish, Montana 59937 (406) 862-2640

City of Whitefish

9 August 1994

Carter-Burgess
Gina McAfee
Project Manager
216 16th Street Mall
Denver, CO 80202

Dear Gina:

At a special meeting on 8 August the Whitefish City Council considered your request of 1 August pertaining to the three alternative designs of Highway 93 from the Whitefish River to Karrow Avenue. The Council's was unanimous in their support for the three lane urban section denoted as "Alternative 1," which has a twelve foot center turning lane, and separated walks on both sides of the roadway. If you have any questions regarding the Council's choice, please call or write.

Sincerely,

DALE A. ENNOR
City Manager

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Carter-Burgess
Denver, Colorado

Sign-Off Letters

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FYI copy

U.S. Department of Transportation
Federal Highway Administration
Montana Division

301 South Park Street
Room 448
Helena, Montana 59626

July 21, 1994

HPM-MT

Patricia A. Saindon, Administrator
Rail and Transit Division
Montana Department of Transportation
Helena, Montana 59620

Subject: Whitefish Regional Analysis and Conformity Finding

Dear Ms. Saindon:

In accordance with the Clean Air Act Amendments of 1990, a conformity finding of the transportation plans and programs in a nonattainment area is required of the U.S. Department of Transportation. Based on our evaluation of the State's finding of conformity and related documentation, in coordination with the Environmental Protection Agency (EPA), we have determined that the Kalispell, Montana rural nonattainment area has met the requirements of the conformity guidance issued November 24, 1993. A finding of conformity is hereby made with respect to the analysis contained in your July 6 memorandum.

This conformity determination is in effect until such time as a new determination is required either by new regulatory requirements, major revision of the network assumptions, or a State Implementation Plan (SIP) revision.

Sincerely,

Louis F. Mraz, Jr.
FTA Regional Administrator

for Hank D. Honeywell
FHWA Division Administrator

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII
999 18th STREET - SUITE 500
DENVER, COLORADO 80202-2466

Ref: 8ART-AP

MEMORANDUM July 21, 1994

SUBJECT: U.S. Highway 93 Draft Final Environmental Impact Statement

FROM: Jeff Houk
Air Programs Branch

TO: Steve Potts
Montana Operations Office

I have reviewed the draft Final Environmental Impact Statement for the Highway 93 project, along with the Whitefish Regional Analysis provided in a letter from Dave Miller of Montana FHWA on July 13, 1994. I have no comments on the Whitefish Regional Analysis. I have the following comments on the draft FEIS:

1) **Emissions Analysis:** No comments, except that the statement on page 4-54 that emissions from the preferred alternative are less than one percent higher than the no-build alternative is incorrect.

2) **Mitigation:** In Whitefish, the emissions increase from the preferred alternative over the no-build scenario in the future years must be mitigated in order for the project to conform. The DEIS suggests several potential mitigation strategies, which are different from the mitigation strategies in the Whitefish Regional Analysis. The mitigation strategies in the regional analysis are adequately quantified, but if other measures are chosen before the FEIS is issued, the benefits of those measures must be documented. The FEIS must also include written commitments to carry out the specific mitigation measures from the agencies which will be responsible for implementation, and include a schedule for implementation of the mitigation measures. These commitments must be obtained prior to making a conformity determination for the project.

If you have any questions on these comments, please contact me at (303) 293-1766.

cc: Gretchen Bennitt, Montana AQB
Gina McAfee, Carter & Burgess
Dave Miller, Montana FHWA
Robin Smith, FHWA

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MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration, Montana Division (FHWA), proposes to approve funding for the proposed reconstruction of U.S. Highway 93 in Flathead County, Montana, (Project No. F 5-3(27)104) (the undertaking) and has determined that this undertaking will effect a portion of the Somers Branch of the Great Northern Railway and the Kalispell Courthouse Historic District and may effect rural farm properties eligible for inclusion in the National Register of Historic Places, e.g., the Altenberg Farm and the McCormack Farm, and has consulted with the Montana State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S. C. 407f) and

WHEREAS, the Montana Department of Highways (MDOH) participated in the consultation and has been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, the FHWA, the Montana SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The FHWA will ensure that the following measures are carried out:

Property Monitoring and Recordation

A. In order to provide comparative data for the better assessment of effects by future, similar highway projects on adjacent historic properties, the FHWA will ensure that the properties comprising the Altenberg Farm and the McCormack Farm are monitored prior to and following completion of the undertaking with the following objectives in mind:

1) Monitoring shall be planned in consultation with the SHPO and designed to assess the degree of change, if any, of the undertaking's visual and audible impacts upon the nearby historic rural properties. In planning the method of documenting such changes, if any, the FHWA and SHPO will consider how best to record and assess, as applicable, any visual and audible impacts from the vantage points of an observer positioned within the historic property (regarding audible and visual impacts) as well as the historic view as seen by a person traveling along the highway.

2) A written report detailing the methodology and results of the monitoring program will be provided to the SHPO and the Council within 18 months of the completion of the construction. Included in the report will be FHWA's assessment of the utility of using its monitoring approach in other similar applications concerning the preservation of historic landscapes and the assessment of highway improvement projects on nearby historic rural properties.

B. In consultation with the SHPO, FHWA shall ensure that all historic properties covered by this Agreement are recorded to document their present appearance and historic significance. The level and type of documentation shall be determined by the FHWA in consultation with the SHPO, and unless otherwise agreed to by the SHPO, all documentation shall be completed and submitted to the SHPO or other parties designated by the SHPO prior to the initiation of any aspect of the undertaking involving ground-disturbing actions.

1). The FHWA will obtain written approval of the SHPO before initiating any undertaking-related activities which could affect the historic properties prior to the completion and acceptance of the documentation by the SHPO.

2) If the FHWA and SHPO are unable to agree upon an appropriate level of documentation for the historic properties covered by the Agreement, the FHWA shall contact the relevant office of the Historic American Buildings Survey, National Park Service, and request HABS guidance about an appropriate level of recordation. Upon receipt of HABS guidance, FHWA will ensure that the properties covered by the Agreement are documented to the standards and level determined by the HABS and that the SHPO or her designee are provided copies of the completed documentation. Unless the HABS agrees otherwise, all recordation shall be completed and accepted by the HABS prior to the initiation of any ground-disturbing activities which could affect historic properties covered by this Agreement.

Landscape Plantings

The FHWA shall ensure that any trees removed within the Kalispell Courthouse Historic District as a result of the undertaking covered by this Agreement shall be replaced in kind, unless the SHPO agrees in writing to an alternative action.

Historic Marker Placement
The MDOH, in consultation with the SHPO, shall design and erect a historic marker at an appropriate place alongside of U.S. Highway 93 which relates to the public the history and significance of the Somers Branch of the Great Northern Railway. The MDOH will provide the SHPO with a copy of the proposed marker text for the SHPO's review and approval prior to creating and installing the marker.

Dispute Resolution
Should any signatory to this Agreement or a member of the public object to any actions provided for in this Memorandum of Agreement, the FHWA and MDOH shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request the further comments of the Council pursuant to 36 CFR Section 800.6(b). Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 34 CFR Section 800.6(c)(2) with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this Memorandum of Agreement that are not the subjects of the dispute will remain unchanged.

Failure to Carry Out the MOA's Terms
Failure to carry out the terms of this Agreement requires that the FHWA again request the Council's comments in accordance with 34 CFR Part 800. If the FHWA cannot carry out the terms of this Agreement, it will not take or sanction any action or make an irreversible commitment that would result in an adverse effect with respect to the historic properties covered by this Agreement or that would foreclose the Council's consideration of modifications or alternatives that could avoid or mitigate the adverse effect on those properties until the commenting process has been completed.

Execution of this Memorandum of Agreement and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the undertaking and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.

Advisory Council on Historic Preservation

By: Robert D. Bush Date: 6/13/90
Robert D. Bush, Executive Director

Federal Highway Administration

By: R. C. Lewis Date: 5-23-90
for Montana Division Administrator

Montana State Historic Preservation Officer

By: Marcella Sherfy Date: 5-23-90
Marcella Sherfy, SHPO

Concur:
Montana Department of Highways

By: Gregory G. Jackson Date: 5-23-90

ELV:Q:ENV:1.cm

MEMORANDUM OF AGREEMENT
SOMERS - WHITEFISH AES
FLATHEAD COUNTY, MONTANA
AES - STPP 0002(68)
Control No. 2374

WHEREAS the Federal Highway Administration (FHWA) proposes to assist the Montana Department of Transportation (MDT) in funding the Somers - Whitefish highway project;

WHEREAS FHWA has determined that the undertaking will have an effect on the Somers Branch of the Great Northern Railway (24FH350) and twenty-four properties located within the potential West Second Street Historic District, properties eligible for inclusion on the National Register of Historic Places, and has consulted with the Montana State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations, "Protection of Historic Properties" (36 USC 800);

WHEREAS MDT participated in the consultation and has been invited to concur in this Memorandum of Agreement; and

NOW, THEREFORE, FHWA, the Montana SHPO, and the Council agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

FHWA shall ensure that the following measures are carried out:

1) The MDT will install a wooden highway historical marker describing the history and significance of the Somers Branch of the Great Northern Railway (24FH350) on Alternative B of the Somers - Whitefish project. The marker text will focus on the contribution of the railroad branch line on the agricultural development of the upper Flathead Valley.

2) By September 1, 1997, the MDT will prepare and submit a National Register of Historic Places nomination with all required materials (i.e. USGS mao, photographs, etc.) for the Whitefish Residential Historic District to the Montana SHPO and the Stumptown Historical Society. In consultation with the Montana SHPO, the MDT will establish the district's boundaries and record those properties located within the potential district that have not yet been inventoried. The MDT will assist the Montana SHPO with the listing and notification process for the historic district when the nomination has been prepared. After the district is listed, the MDT will also provide a National Register of Historic Places marker describing the district to the local historical society.

3) To aid in the preparation of the National Register of Historic Places nomination, the MDT will photo-document West Second Street prior to the initiation of construction activities and again when construction has been completed.

4) If a dispute arises regarding the implementation of this Agreement, FHWA shall consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, FHWA shall request the further comments of the Advisory Council on Historic Preservation pursuant to the Council's regulations.

EXECUTION OF THIS MEMORANDUM OF AGREEMENT and implementation of its terms evidences that FHWA has afforded the Council an opportunity to comment on the Somers - Whitefish highway reconstruction project and its affect on historic properties, and that FHWA has taken into account the effect of the Undertaking on historic properties.

Federal Highway Administration — (Date) 8-29-94

Montana State Historic Preservation Office — (Date) 8-29-94

Advisory Council on Historic Preservation — (Date) 9-1-94

Concurring Party:

Montana Department of Transportation — (Date) 8/29/94

6: Telephone Conversation Comments

Telephone Conversation Comments

Date (1994)	Name	Comment
Feb. 28	Carol Burnet 857-3136	Attended a couple of the meetings on 93 and still say it should be a four-lane divided highway for safe left-hand turn lanes. The five-lane is no good because you can't see the lines in the winter.
March 2	Rex Boller 756-1343	Curious to know in the EIS where you projected or suggested and what the priorities were for the bypass route. Please call. Has the bypass study, so he is wondering if we had changed that directions or made recommendations, without him having to try to run down the document. Will be gone during the March meetings. Would appreciate a call back.
March 2	Al Berken Midway Rental 862-7665	Has comments on the highway: please call. *Returned call March 16: Mr. Berken, who owns a business on US 93 between Whitefish and Highway 40, offered the following comments:* *1. He is in favor of a five-lane design over the four-lane divided design. A raised median design is even less desirable from a safety perspective (vehicles can collide with it). His reasons against the four-lane design are that maintenance would be more difficult, access would be more inconvenient and large trucks have difficulty making U-turns.* *2. He favors landscaping along the side of the new road and the installation of sidewalks.* *3. He wants costs to be kept down and wants the road to be built soon.*
March 3	No name.	Don't want to leave my name or number. Just want to tell Bruce Boody and his d--- ____ to take a hike, build the d--- road before someone else gets killed.
March 3	Judy Cornell	Checking to make sure the line was still on.
March 15	Patricia Jan Markuson 2307 Houston Point Drive, Whitefish , MT 862-2452	In favor of the divided highway with median including all entrances to the city and valley, and want to see all the special design concepts included, preserve and enhance the character of the valley and long-term solution never do again, etc.
March 16	Daryl Bradshaw PO Box 4494 Whitefish, MT 862-7633 bus.	Currently reside on Highway 93 and Karrow Road. Resident in valley for the past 5 years. Comment on Highway 93 EIS: prefer, and most people would, that the divided highway would be a much more suitable use for the highway as opposed to the straight 5-lane.
March 17	Leslie Forester 1007A Columbia Avenue Whitefish, MT	In favor of the divided scenic highway with the median, not the five-lane highway.
March 18	Dave Ritter	Interested in the divided highway and I can be reached 862-5200 in the evenings.
March 18	R. D. Dizzy, Jr. 862-3720 -- office	Is for Alternative B, thinks it should have been done 10 years ago. Thinks Mr. Baucus is going to find an awful lot of voter backlash from it at election time. Hope that is the concept put forth -- you are welcome to call.
March 21	Jan Metzmaker 915 Dakota Whitefish	Safety should be the utmost concern in the design of the highway. In favor of a divided highway with a median. Would like all the special design concepts included. It is really important to preserve the character of our county.
March 21	Pam Gerwy 862-0621	Has a comment on US 93. Please call in the evening. *Returned call March 29. Pam is gone for the week.*
March 21	Mike Muldown Whitefish 862-1655 business 862-3994 home 119 Goat Trail Homeowner in Happy Valley	Giving his vote of confidence in favor of a divided highway with a median, including all entrances to the cities in the valley. Wants to see all special design concepts included. Like most people he wants to see the valley enhanced, as opposed to turning into a five-lane eye sore.
March 21	Richard Haney 862-0320	Please call. *Returned call on March 29: Would prefer a divided highway. The five-lane highway is fine during the summer. Based on driving on US 2 during the winter -- have no idea where the lanes are -- especially when the wind is blowing with white-outs. With the center divider, know where the lanes are. Also, with the divided highway, there appears to be additional security so people won't come over and cause a head-on collision. The divided highway will have a barrier to the head-on collisions. Also prefer fewer intersections -- better access control. Aesthetics is important.*
March 22	Mike Jopeck 862-0621	Interested in a scenic divided highway 93 with maybe trees planted in the middle, and making it look scenic and nice that way.
March 23	Ben Janeck 862-3720	Thinks the four lane highway should have been done 10 years ago. Holding it up like these people have, they ought to be sued for it, including Baucus. He thinks it should be two lanes each way with a fifth lane in the middle for turning. He doesn't know what the hold up is, or why it has been held up, but four people have lost their lives because it has been held up. Relatives of the victims should sue whoever has held it up.

Date (1994)	Name	Comment
March 24	Paul Gill	Lives on Highway 93, lives in Greenwood trailer court and goes by it every day. Favors the four-lane with the fifth lane as an optional turn. No divider Alternative B. It should have been done a long time ago, and he is real upset about it.
March 25	Barb Antone in Whitefish 862-2135	She was at the meeting last night. She asked a question but doesn't feel that her question was completely answered. She wanted to expound on it, but didn't want to tie up the meeting. She would still like to obtain an answer. Please call her. *Returned call March 29. Requested further clarification about who will be making the final decision and when it will be made.*
March 28	Jeanie Parson 756-6694	In favor of a divided highway.
March 28	Pam Eliason 752-0092	Don't need a call back unless you want to call her back. Comment on Highway 93. In favor of a divided highway with a median, including all the entrances to the cities, don't like the five-lane concept. Would like to see the special design concepts included. Thinks that we have a beautiful place to live here. Thinks we should restrict rampant growth between the two cities – it feels that with a five-lane that would happen. Thinks the passageway between the cities should be as pretty as the surrounding area, and this is the way to do it. She is a taxpayer, and does not mind paying more taxes to do it.
March 29	Bill Crawford 752-5224	Emphatic comment in favor of a divided highway with limited access onto that highway for the Kalispell to Whitefish 93 project. He drives the road about 12 times a week and has quite a few horror stories to tell relative to unlimited access onto that highway with the amount of traffic on it, conditions arise having only two lanes side-by-side.
March 30	Tom Fitzpatrick M&T Auto body 756-3060	Heard they are talking about putting a divider down by our place. My personal opinion is that it's probably not going to work that great.
April 1	Andrea Brew Box 4638 Whitefish	Definitely in favor of a divided highway with a median, including all the entrances to the cities in the valley. Would like to see all the special design concepts included as well.
April 6	Jeanie Tawman Mountain Mall	Definitely in favor of a divided highway with a median, including the entrances to the cities in the valley. Want all the special design concepts included. I just feel that for long-term this is the way to go. I travel a lot and was just in North and South Carolina. Almost all the highways down there are divided with a median, and it's beautiful. The same in the new England states – wherever I travel it seems that that's what they use, and don't see why we are even having a problem with it here. I guess a lot of people don't do the traveling. Good luck, and thanks for all the hard work you've done, and let's get that highway with a median.
April 8	Matt Mosteller PO Box 4391 Whitefish, Montana 59937 406/862-2908	In favor of a divided highway with a median. Want to see all the special design concepts included. Preserve and enhance the character of the valley. We want a long-term solution, and this must be done.
April 11	Laurie Goram PO Box 1642 Whitefish	In favor of the divided highway with the median, only because I think it will impact the way that development occurs in the Valley. At first I wasn't for it, but if it is going to impact how things are developed along the highway I am for that. If you could include a walking and bike lane that would be great too.
April 11	Ann Reaker	Do you possibly have a copy of the EIS statement that we could borrow for a couple of days, because we want to take a really good look at it, and it's hard to get to it either at the school or at the library. Please call back. *Returned call - mailed EIS.*
April 12	Carol Hopwood	In favor of the divided highway with the median in the middle because I think it will be safer and will look nicer. It would be wonderful to have a bike path there for pedestrians, to make it safer for them too.
April 13	Joe Schlutz 752-5555	It is extremely important that we have very adequate bicycle lanes. It just seems insane to me to build a highway without an adequate bicycle lane because people will try to ride it anyway, it's dangerous, and bicycles are good for ecology, on and on and on. It just doesn't make any sense not to have adequate bicycle lanes at the initial stage of building a highway.
April 13	Joe Manley 648 Woodland Pl. Whitefish 862-0579	In favor of the divided highway with a median, including all entrances to the cities in the valley. Want to see all the special design concepts included. Preserve and enhance the character of the valley, let's try to keep it the way it is. My long-term solution would be to never do this again.
April 13	Amy Young Box 4524 Whitefish 862-0778	In favor of a divided highway with a median. Do not want a five-lane highway looking like LaSalle. Would also like to have the special interest things included later on, like a bike path, things that would make Whitefish look like a mountain community rather than like a suburb any other place in the world.

Date (1994)	Name	Comment
April 14	Bruce Boody	Phone Conversation with Joe Hart, C&B: 1. Bruce is concerned about a three-lane cross-section between Karrow and the Whitefish River bridge with a center two-way left-turn lane. His main concern is regarding winter traffic conditions and potential redevelopment of the area which will create additional turning movements and operational problems along the corridor. Bruce would like to meet with us on Friday afternoon, April 22, to look at potential options for some sort of raised median treatment. Bruce is most concerned that we would be constructing a roadway cross-section similar to that which exists south of Whitefish with all of its potential traffic operational problems. 2. Bruce wanted to relay a conversation he had recently with Mark Van Nueyes (862-6275). Mark was concerned with the C(COUPLET-3) and its traffic operations through Whitefish. Bruce explained the benefits of the couplet to Mark. Mark suggested a preference for one lane in each direction on an improved Baker and Spokane. Mark was in favor of the Baker extension but is opposed to the 7th Street bridge due to his concerns regarding grades at the bridge connections at the Baker and Spokane intersections and of the excessive cost for such a structure.
April 14	Bill Brown 545 ____ Creek Road Whitefish	Totally in favor of a divided highway with a median, including all the entrances to the cities in the valley -- that's absolutely the only way to go.
April 14	Darlene McDermott 752-0101	Please call. *Returned call April 28. Calling to see about the property owner meetings, will call back to schedule a meeting*
April 14	Marcia Huys 862-7270 PO Box 4015 Whitefish, MT 59937	Definitely in favor of a divided highway with a median. Love all the special design concepts -- think that's really necessary. They are major for safety and thinking a couple of generations at least down the road, so to speak.
April 15	Jim Brown 756-1690	Concerned about the highway. *Returned call:* *1. Jim Weaver said there will not be funding for 30 years. There is not nearly enough money to build this. It sounds like we will not get a highway for 30 years. Does Flathead County have to pay for this?* *2. Will there be openings in the median between the Stillwater Bridge crossing and KM Road?*
April 15	Kent Frampton, Best Bet Casino (406/862-4718)	Phone conversation: 1. Kent said that it is his understanding that the roadway connecting Spokane to an extended Baker Avenue is a dead issue. Dale Ennor approached the Best Bet Casino regarding the City's concept for a roadway between the Safeway and the Best Bet several months ago. Kent was concerned about effects to the entryway and parking of the Best Bet and hired Bruce Boody to look at concepts for redesign of the building entry and parking. Bruce's estimate for reconstruction of the building front entrance to the back and parking modifications is $130,000. This cost estimate was submitted to the City of Whitefish and Kent has not heard back from them since. 2. The Best Bet paved the area west of the building in the rear of the building operation but it is very underutilized since it is in the back of the building. Most of the parking occurs along the south side of the building which would be removed with the connecting roadway construction. 3. A full-turn movement entrance to the Best Bet Casino, combined with entry to the Safeway, would be feasible opposite the Columbia Avenue intersection with US 93. Alternative access to the Best Bet may be from Baker Avenue west of Spokane. 4. Kent plans to continue to lobby with the Advisory Committee members and the city for no roadway between the Safeway and the Best Bet and for access options from Spokane to the casino. 5. I mentioned to Kent that the extension of Columbia between Safeway and the Best Bet was only a part of one of the one-way couplet scenarios and not part of the one-way couplet endorsed by the City Council. An extension of Columbia under the C(COUPLET-3) scenario would be the responsibility of the City of Whitefish.

Date (1994)	Name	Comment
April 18	Phil Lauman	Phone conversation with Joe Hart, C&B: 1. Phil made a comment at the April 12th Advisory Committee meeting regarding frontage roads shown in the A(MEDIAN) alternative south of Kalispell. Specifically, Phil is concerned that the frontage road extending between Forest Hill Drive and Fir Terrace Road along the west side of US 93 is not necessary. The frontage road would serve five single family homes and small businesses that would not typically have large truck traffic turning to or from US 93. Phil's recommendation would be for each of the drives to have a right-turn-only access directly to US 93 requiring a U-turn either north or south at the next intersection. This modification would save the additional right-of-way required for the frontage road and expense of construction of approximately 1,000 feet of frontage road. 2. Phil also felt that the intermediate intersection between Fir Terrace Road and the access shown at Demersville to Patrick Creek and Airport Road at Ball's Crossing was not necessary. This intersection is shown on the Exhibit 4 of 29 for the A(MEDIAN) alternative along the east side of US 93 just north of the livestock auction barn.
April 18	Mark Van Nyhuis	Phone conversation with Gina McAfee, C&B: 1. What was the decision made by Council? 2. The businesses south of Whitefish are very concerned about the access plan and medians. Who will maintain the area from a landscaping standpoint? Will there be additional drifting?
April 18	Joe Fischer 407 Ashley Court Kalispell, MT	In favor of a divided highway with a median, including all the entrances to the cities in the valley with all the special design concepts included. This Valley is growing, we can control the growth, there is no need to grow just willy-nilly for growth's sake.
April 18	John Heverling 745 S. Main Kalispell	In favor of a divided highway with a median, would prefer to have some bushes and grass between the lanes. Include all the entrances to the cities in the valley. Particularly like to see that to limit the amount of commercial strip growth that would occur – there's too much of that already. Would like to see the special design concepts included. Believe this would preserve the character of the valley to the extent we can. Very much in favor of a divided highway and think it would be safer also – fewer left turns than the other kind.
April 19	Michael _____ PO Box 4224 Whitefish 862-6278	Support a divided highway with a median, including all the entrances to the cities. I think that is the best alternative even though it is more expensive just because otherwise we are going to have a 30-mile long strip mall from Somers to Whitefish.
April 19	Tony Ganjimmy 862-6278	Agree with keeping it the way it is, no five-lane highway.
April 19	Barbara Lewis 664 Armory Road Whitefish	In support of a divided highway with a median, and in favor of all the special design concepts. Really interested in keeping the valley beautiful and want a long-term solution.
April 19	Ben Cohen 862-4381	Would like to know how to get my written comments to the members of the Advisory Committee before the meeting on April 23. Please contact me. *(List with addresses was fax'd to Mr. Cohen on Wednesday, April 20).*
April 19	Allen Rosenberg PO Box 44 Kiowa Montana 59920 755-8400	In favor of a four-lane divided highway because of development to contain the development and keep out the strips and keep the Flathead Valley looking like it did years ago before we had that much traffic out there.
April 19	Kalispell Resident	In favor of a divided highway with a median, including all the entrances to the cities in the valley with all the special design concepts included. Just hope the valley doesn't expand to the point where the reason people came here in the first place was to get away from commercialism and unfortunately we see this happening in the Flathead Valley. Don't believe you have any say in the matter of billboards, but personally the billboards are getting worse and are a total eye sore. The reason people come here for vacation is because of the beauty of the area and it's being spoiled.

opinions, on 3 very important issues. We all live or have businesses on Highway 93 south of Whitefish.

Petition circulated prior to EIS process.

1. Highway design, with or without medians.

2. Zoning, kept the same, or change to depths of 300 feet, 425 feet, or deeper.

3. Mail delivered on both sides of the highway.

AME & ADDRESS	MEDIAN FOR	MEDIAN AGAINST	ZONING AS IS	ZONING 300'	ZONING 400'	ZONING DEEPER	MAIL BOTH	MAIL & Papers AS IS
James Kane Box 3		✓				✓	✓	
Eileen Kane Box 3		✓				✓	✓	
[illegible]		✓						
[illegible]		✓				✓	✓	
[illegible]		✓					✓	
[illegible] Cedarwood 6255 Hwy #93 S		✓			425		✓	
Sandra Kabe Box 1799 W.F.						✓	✓	
Wm H HAMMILL 1320' DEEP - GAC (South of GALLERY)		✓				✓	✓	
Harold A. Dalen		✓				✓	✓	
Mike Benson CARQUEST PO Box		✓			425		✓	
David W Morris		✓			425		✓	
Helen M. Morris		✓			426		✓	
[illegible]		✓				✓	✓	
Carlin Burden		✓				✓	✓	
Bonnie West		✓				✓		✓
Robert West		✓				✓		✓
THE GALLERY	✓					✓		✓
[illegible] Sandefur		✓				✓	✓	✓
EDWARD WOOD		✓				✓		
RIGHT'S FURNITURE								
[illegible]		✓				✓	✓	
[illegible]		✓						
[illegible]		✓						
[illegible]		✓		✓			✓	
Hometown Properties 6050 Hwy 93S								
Larry Kositsky		✓				✓		✓
Austin Tuned Home P.O. Box 65 - Whitefish								
Western Building Center 6490 Hwy 93 So		✓				✓	✓	
Douglas A Shanks								

Date (1994)	Name	Comment
April 19	Mitch Tanner	Phone call with Joe Hart, C&B: 1. Mitch is a former FHWA employee and worked with Ted Wirth on preparation of the previous access plan for the South Whitefish area of US 93. He has recently talked to Hank Honeywell at FHWA and wanted to express his concerns regarding the discussion in the EIS on safety and on the segment of roadway adjacent to his property west of Whitefish. 2. Mitch feels that the EIS should have more background/history on the purpose and benefits of divided freeways and expressways. He feels there is a significant decrease in severe accidents with a four-lane median separated facility. The discussion in the EIS leaves the reader with the impression that it is a fairly even comparison between the four and five-lane alternatives. The EIS should stress that accident severity is significantly decreased with a four-lane facility with median separation. 3. Mitch could not find discussion in the EIS regarding weather-related issues on the five-lane alternative when fog and snow cover make it difficult to see lane lines and a median would better define the edge of roadway. Mitch indicated that when he and Ted Wirth were putting together the access plan for South Whitefish, he had a copy of a Minnesota study addressing this issue. 4. Mitch owns property just west of Milepost 132 along the north side of US 93 near Spencer Lake. He is concerned that widening to the north side away from Spencer Lake will impact the access to his property that is about 500 to 1,000 feet east of Twin Bridges intersection. Alternative widening to the south side of the roadway would impact Spencer Lake which is a trophy lake. I mentioned to Mitch that there may be potential modification to the typical cross-section in this vicinity to avoid the severe rock cut to the north or impact to the lake. Mitch was concerned that the EIS may not have addressed the significant constraints in this vicinity and the cost of the severe rock cut. Mitch was also interested in any details we may have for how access to his property would be affected.
April 19	Terry Schend	Phone conversation with Joe Hart, C&B: 1. Approximately two years ago Terry lead a "campaign" to obtain signatures from property owners south of Whitefish regarding opposition to a raised median in this roadway segment. Terry obtained 39 signatures of 47 landowners contacted. All opposed to a raised median (this is attached). 2. Terry will call several property owners to let them know about the 5:00 p.m. meeting on April 22, 1994 at the Mountain Mall to discuss the raised median concepts for the South Whitefish segment of US 93. Terry will call on Wednesday, April 20, to let us know who he has contacted.
April 19	Richard Sonju	Phone conversation with Gina McAfee, C&B: 1. There is a public meeting on April 20 at 7:00 at West Valley Fire Hall on Whitefish Stage Road. 2. Purpose for meeting is to abolish the divided highway. 3. None of the landowners have been involved so far – all are concerned. The primary impetus for the concern are the headlines in the papers last week. 4. Other members of the Advisory Committee who have been invited are: Mike Stocklin, Bill Hedstrom, Jim Weaver, Jim Lynch 5. Major concerns are: • Where is additional right-of-way needed. • Safety. • Loss of access; where are median breaks? • Loss of property value. • Need for additional out-of-direction travel.

Date (1994)	Name	Comment
April 19	Dale Ennor	Phone conversation with Joe Hart, C&B: 1. Dale was provided with an update of several of the recent meetings we have had regarding the US 93 project, and the upcoming meetings regarding median concepts south of Whitefish. 2. Dale mentioned that following receipt of the $124,000 estimate from the Best Bet Casino for modifications to their property necessary to accommodate the extension of Columbia Avenue west of US 93 to the Baker Extension, no further efforts have been made on this roadway extension. The City's approach to the Baker extension now calls for Baker to be extended south to the roadway connection opposite the main entrance to the Mountain Mall and another potential extension between US 93 and the Baker Extension located between the Safeway and the Pin and Cue. 3. City Council indicated that they may acquire the entire Best Bet property rather than pay a $124,000 restitution for impacts to the property. I mentioned to Dale the concept we have identified for realignment of the Baker intersection with US 93 to the north of the spruce trees in the landscaped area just south of the Conoco station which may provide an area for additional parking for the Best Bet. 4. Dale indicated that he was initially opposed to a 7th Street connection between Baker and Spokane because of the visual impacts for the proposed future linear park along the Whitefish River. Dale noted that an interesting and pleasing bridge design could be an attraction and he noted several recent bridge construction projects, one in British Columbia that he has recently seen that were very attractive and could be a landmark for the community if well designed.
April 20	Louis Ruiz National Golf Association	Not in favor of Highway 93 being divided. Favors five-lane design.
April 20	Nancy Lynch 862-3181	Would like to comment on the proposed design alternatives for Highway 93. *Returned call April 28: In support of a divided highway.*
April 20	Lisa Buckwalter Editor, Whitefish Magazine PO Box 152 Whitefish, 59937 862-8129	My husband runs the Flathead Festival. Support a divided highway with a median, including all the entrances to the cities in the valley. I've seen this valley grow. I've lived here for the past six years and it is so important that we preserve and enhance the character of the valley. This is a long-term solution, we will never be doing this again, and I think it is imperative. Also support all special design concepts included.
April, 20	Helen Pilling 752-4766	Support a divided highway with a median, including all the entrances to the cities in the valley but limited access. Want all the special design concepts included. Believe that this is the better way to go, not necessarily the most economical but the long-term solution and keeping the character of the valley and beauty of the area is most important.
April 20	Betsy	I've seen the latest plans. Really like having a divided highway as much as possible, that's really what I'm most interested in, including all the entrances to Whitefish and other parts of the County. Also really interested in bike paths, would like to see those by the highway as much as possible. A divided highway will be part of the tourist attraction to the city, it is important to enhance the general view of the county to keep it with divided medians as much as possible. If we make it a really nice highway with four lanes divided it will be a parkway that will really attract people and will be nice, we won't have to keep redoing it – it will just be done. As to the Whitefish couplet idea, I'm also in favor of that but I really don't like that 7th Street Bridge. Would rather have Baker go down to where it is now as a one-way street and have a lane that you can turn left on somewhere near Safeway to go back into town if you want to go around. But realistically people will think that is too much out of the way to have to go that far before they can turn left. It just seems a waste of money and a lot of construction to ruin that marsh area to make a huge bridge across there. Appreciate all the really good work that your company is doing, I've been to a lot of the meetings, and I think you are doing this in a really good way. Lots of luck with it and thank you.
April 20	Fred 862-4031	Concern about Highway 93 project. Basically I would like to voice my support for a divided highway with a median. We are very concerned about preserving the character of the valley, and preserving the future character of the valley. We feel that what is done to that highway will have a big impact on how things are going to look and we don't want to see another big strip like we already see around Kalispell going into Whitefish. So if you would please take our concern and consideration we appreciate. Thank you and have a great day.
April 20	Ben Cohen 862-4381	Have 16 copies of a letter which I would like to get to the Advisory Committee members before their next meeting. All I have are telephone numbers, I need addresses. *(List with addresses was fax'd to Mr. Cohen on Wednesday, April 20).*

Date (1994)	Name	Comment
April 20	John Kramer 862-3815 711 Wisconsin Ave, Box 1431	Our family is in favor of a divided highway through the valley with a landscaped median and would like to see all the special design concepts included. This is better for the safety of the valley as well as more complimentary to our spectacular setting that we have here. Thank you very much and good luck with your project and thank you for passing my comments along.
April 20	Sheryl Boksenbaum 2013 Whitefish 59937 862-4994	Support a divided highway with a median, including all the entrances to the cities in the valley with all the special design concepts included. Please preserve and enhance the character of the valley with a long-term solution, and never do it again, etc.
April 21	Joan Vetter 862-1954	Calling to find out when the public comment period is over. Letters need to be postmarked by May 16.
April 21	Susan Mulldown 119 Goat Trail 862-3994	In favor of the divided highway with a median, including all the entrances to the cities in the valley. I think aesthetically it would be very pleasing, and as the years go by it would be more pleasing. I know from experience, trying to turn off that highway into Happy Valley is a terrifying experience, and I can only see it being worse with a center turn lane, it just gives me the shivers to think about it.
April 21	Vicki Birdrank 387-5004	Very much in favor for the median to divide a highway versus just a 5-lane, We don't need any airports through our lovely valley.
April 21	Susan Mulldown 119 Goat Trail 862-3994	In favor of the divided highway with a median, including all the entrances to the cities in the valley. I think aesthetically it would be very pleasing, and as the years go by it would be more pleasing. I know from experience, trying to turn off that highway into Happy Valley is a terrifying experience, and I can only see it being worse with a center turn lane, it just gives me the shivers to think about it.
April 21	Vicki Birdrank 387-5004	Very much in favor for the median to divide a highway versus just a 5-lane, We don't need any airports through our lovely valley.
April 21	Michelle Dauenhauer 161 Highland Drive 756-7457	Worried about school buses being able to get back on 93 from Highland, Church Drives. This area is dividing line for Whitefish, Kalispell school districts. Need to look at the bus routes. Solution would be underpass at Highland. Would work for bus, farm equipment, pedestrians. Cost should not matter -- it would be worth it for the safety.
April 22	Chris Moritz Bigfork, Montana 59911 837-4950	In favor of as much divided highway as possible. Why: • Scale of pavement -- must less pavement. • Easier to change, adapt a divided highway in the future. • Maintenance of medians is not a problem. Do not need high maintenance landscaping. Can use native grasses, flowers cheaply as MDT has done on other roads in Montana. Bike path -- favor separated path.
April 22	Phil and Neoma Anderson 120 Highland Drive 752-1576	Want five-lane. Period. Concerns: • Safety • Keep up with future traffic demand. • Access on and off • Snow drifts • People will drive faster on divided highway • Need to preserve farmland. Don't use farmland for frontage roads. • Willing to give a few more feet of right-of-way for bikepath, but not median. • Do not divide the road to go around those trees. • Need underpass at Church Road for sure, maybe at Tronstad too. • Cost doesn't matter.
April 22	Jim Syvertson 135 Highland Dr Kalispell, 59901 756-7871	Personal Visit. Divided or undivided does not matter -- safety is the key. Vital to have underpass at Church Drive for crossing traffic -- especially school buses. This is the dividing line for Whitefish, Kalispell school districts. Also very much needed for farm equipment. Herb Koenig told Jim he would be willing to donate the land for the underpass.
April 22	Bruce Christiansen 367 Deer Trail Whitefish,59937 862-4981	Owns 500 feet of frontage property right across from Church Drive. Concerned that his access he negotiated with the state will be taken away. People keep telling him it will be taken, and he has no access to any other road besides 93. He must be able to get on and off his property. Also -- underpass at Church Road should be looked at if cost would not be too high. Wants a call from Carter & Burgess regarding the access question. *Returned call on April 26. Set up meeting on May 4*

Date (1994)	Name	Comment
April 22	Harold Clapper PO Box 2851 Kalispell, Montana 59901 862-0547	Personal Visit. Property is 4255 Highway 93 – right across from KM Road. Fought with MDT for 18 months last go around. • Does not want to lose any more land to right-of-way. • Does not want his access changed. Last time state tried change it so it was across from KM (now on other end of property). Will not stand for this. • Don't try to stop commercial use with highway design. • Wouldn't mind commercial development, stoplights all along Highway 93. • Wants call from Carter & Burgess to find out how much additional right-of-way is being looked at on his property. *Returned call on April 26. Set up meeting on May 5.*
April 22	Sam Kalada 979 Eastman Drive Big Fork, MT	Think a divided highway is definitely the way to go, not only because of the planning concepts that are involved in it, I think the cost is insignificant compared to the larger picture that concerns all the development that would go along with a five-lane road.
April 22	Trish Brock 1255 Smith Lake Road Kalispell	Do support a four-lane divided highway with a median from Somers to Whitefish, and that would be including all entrances to the cities in the valley. So that it would be limited access to the highway, for developmental reasons.
April 22	Heather Mull Whitefish 862-5049	Support a divided highway. I would prefer to see it landscaped rather than cement, I think it would be easier to maintain.
April 22	Chris Moritz	Prefer divided highway as much as possible; also prefer the Kalispell bypass.
April 22	Bob Reilly	Bob Reilly is three times Kalispell City Councilman. He called to protest the divided highway and advocated a five-lane design from Somers to Whitefish. "Kalispell hasn't moved an inch in years. All we have to do is get there from here (meaning Lakeside) and a five-lane would be one we could afford to build."
April 22	Sam Kalada 979 Eastman Dr Big Fork, MT	Think a divided highway is definitely the way to go, not only because of the planning concepts that are involved in it, I think the cost is insignificant compared to the larger picture that concerns all the development that would go along with a five-lane road.
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April 24	Pat Quartel 246 West Whitefish Montana	If you must have a highway, a divided highway would definitely be the answer here.
April 24	Jack McCarthy Live between Somers and Lakeside 857-2211	I have been driving in this area for a long time, since 1959 and I have been driving from Somers to Kalispell almost daily. This new design is going to be with us for a long time. Therefore, I support the four-lane divided highway with a median, including all entrances to the cities and the valley, including all special design concepts. Yes, its going to cost more, but we should do it right for the sake of the future of our valley.
April 24	John Healy Susan Craig 1492 McManeme Draw, Kalispell 752-1029	Both in favor of a divided highway, preserve the valley as much as possible, let's be progressive about this, that's pretty much how we feel. Preserve the beauty that we have.
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April 25	Susie Janek 862-2141 1029 1st St. East Whitefish	Support a divided highway with a median. It's the only long-term solution that we should go for. Support all the special design concepts.
April 25	Ted Schlagel 303 6000 West Kalispell	I want to go on the record as opposing the median. I think we already have zoning between Kalispell and Whitefish, and the extra $10 million dollars isn't worth it. There is no reason that we can't just do a five-lane -- we already have that area zoned.
April 25	Wendy KOSI Radio 755-6690	Would like to get a little interview with someone about the appointments they are going to be setting up with people about the highway and about extending the comment period on US 93. *Returned call on April 26 -- was interviewed.*
April 25	Helen Marshall 50 Grandview Drive	Just voting for a new highway between Kalispell and Whitefish.
April 25	Ed Marshall 50 Grandview Drive Kalispell	I would like to voice my support for the divided lane concept for the highway to Whitefish. However, virtually anything would be an improvement on the disaster we presently have. I hope this organization can do something to promote that. Thank you very much.
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April 26	Carol Santa 755-0940	Don't need a return call. I just want to say that I want you to hang tight to the divided highway concept. I just think it is too valuable in the long run. In the short run it might be a battle, but in the long-run it is very important our valley that it occurs. I am a strong supporter of that. Just want you to hang tight on your recommendations.
April 26	Linda Mulestein Lakeside 844-2204	Understand the widening is from Somers to Whitefish, so it won't extend down to Lakeside with a divided highway, but could someone call me regarding putting an Angel Point Road sign on the highway. It is a county road. There is no sign even indicating that it is down here.
April 26	Don - Whitefish 862-3609	Please call me. I would like to record my comments on the 93 project. *Returned call on April 26: Best possible plan for now and for the future is a divided highway. Five-lane may be most expedient, but it is not very aesthetic. In the Calgary area, there are a number of divided highways.*
April 26	Jeff Whitefish	Calling in support of divided highway. Resident of the area for 15 years. Good for valley and for long-term.
April 26	Carol Santa 755-0940	Don't need a return call. I just want to say that I want you to hang tight to the divided highway concept. I just think it is too valuable in the long run. In the short run it might be a battle, but in the long-run it is very important our valley that it occurs. I am a strong supporter of that. Just want you to hang tight on your recommendations.
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April 26	Jeff – Whitefish	Calling in support of divided highway. Resident of the area for 15 years. Good for valley and for long-term.
April 26	Jane Lopp 257-6886	I certainly think the divided highway is better for the longer-term solution between Kalispell and Whitefish, that it preserves the open space, and I like the idea of safety with limited access. I really oppose the idea of a five-laner. I've seen it other places, and it really seems like a threatening approach as far as safety is concerned.
April 26	David Burk 752-3362 or 752-6002	I live up on Hagerman Lane and I'm just curious about what kind of access I'm going to have to my street with your highway design.
April 26	Denise Davies 857-2629	Support a divided highway with a median in order to preserve the character of the valley.
April 26	Gene Lee 257-2233	I've got property along Highway 93. I guess you people can call me back, I would like to talk to you. I'm strongly in favor of a five-lane highway, just because it would just mean too much driving for me to go down and make the corner and come back to get into that place every time. That's just something I want to talk about, you can call me any time.
April 27	John Huey 752-1029	My wife and I live up here in McMinime Draw. I have called before and left a message on your machine in support of a divided highway and want to preserve the Flathead, but as I find out more it sounds like a little special interest is involved in the divided highway. I am for a divided highway the entire length of 93 from Somers to Whitefish. I am not for leaving Pack and the college and all that in the ugly five-lane. I don't believe that is preserving the Flathead, I believe that is serving some special interest. Divided highway all the way, or don't bother. We have enough special interest problems in our country.
April 29	Glen Sojourner 659 Loon Lake Rd, Big Fork, MT 59911	I hope that the decision will be for a divided highway with a median for that strip of the highway. Thanks for your work on this study.
April 29	Megan Foley 233 Woodland Pl Whitefish, 59927 862-2438	I am in favor of a divided highway with a median, including all entrances to the cities in the valley. I want to see the special design concepts included.
April 29	Gary Huckabone 1765 Hwy 93 W	Support a divided highway concept between Whitefish and Somers.
April 29	Donna Gans 862-0900	I'm calling to tell you that I am interested in a divided highway with a median.
April 29	Jeff & Caroline Rummel 862-5838 work 862-8182 home	Would like to speak to someone to express our strong interest. We both strongly favor a divided highway basically for safety as well as aesthetic reasons. *Called back May 3. Definitely prefer a divided highway for aesthetic and safety reasons – primarily a probable reduction in head-on collisions.*
April 30	Cindy White Whitefish Box 872	Support the divided highway with a median and I'm hoping to preserve and enhance the character of the valley through that decision. Thanks for taking my input.
May 1	Rosella 862-5015	My comments on Highway 92 would be to keep it the way it is between the two cities with a no-passing, and in the cities make it a divided highway with a landscaped median.
May 1	Henry Frank Whitefish 862-2681	Lived in Whitefish since 1972 and I am very much in favor of a divided highway. I've come back from vacation in the east. Whenever you have a five-lane highway eventually they're going to end up with a 3-foot high concrete block divider in the middle. So if you are going to put in a five-lane highway, you might as well include the cost for a concrete divider. And besides that thing really looks ugly. A five-lane highway by itself is definitely dangerous. A divided highway with a center strip would be the best way to go.
May 1	Phil Lewis 862-6837 664 Armory Road	I would like to see a highway with a divided median between Whitefish and Kalispell, and I would like to see the special design concepts incorporated, such as a bridge over the Whitefish River to allow for a bike path and any other special design projects that have been initiated and talked about. Thank you.
May 1	Ann Marks 862-5109	I would like to see a divided four-lane all the way into the cities on both ends.

Date (1994)	Name	Comment
May 1	Maureen Jouskey 19 Mill Avenue Whitefish 862-2834	I am for a divided highway with a median including all the entrances to the cities in the valley.
May 2	No name.	Calling in support of a divided 93 – with all the pretty median areas.
May 2	Mary Lynn Hedstrom 756-7262	Want to make an appointment to talk with you. I'm a land owner. But I'm not where you can reach me. You're going to have to call me after 5:00. *Returned call May 3.*
May 2	Mark Heider 862-0736	Don't need a return call. I would vote for a divided highway as close into Whitefish as possible with a combination of five-lane where needed to support local properties lines in between Highway 40 and Reserve.
May 2	Karen Vongontard 862-0339 1020 Park Avenue Whitefish	In favor of a divided highway with a median, particularly in the entrances to the cities. I am very concerned about safety. I've been away for the winter, and in my travels I saw the results of some undivided highways and they are frightening. I would like to talk about it, if someone would call me back. Thank you.
May 2	Barbara Taylor 33 Snowshoe flats Whitefish 862-4526	Very much prefer the divided highway option with a median, both for aesthetics and safety. I think it is really important. It would also be nice to have pedestrian and bike access under Baker Avenue. I know that's one of the special improvements.
May 2	Charles Taylor 33 Snowshoe Flats Whitefish 862-4526	In favor of a divided highway with a grass median.
May 2	Michael Berman 862-9542 19 O'Brien Whitefish, MT 59937	Support the two-lane , the two divided highway. I would also support a bike path completely through, or outside of Whitefish. I know that's not an option, but it should be. I don't live in another Standpoint, Idaho with a highway driving right through the middle of town. I think that's the best plan for the next 20 years.
May 2	Andy Zemit 862-8160	Support a divided highway with a median. I would like to see all the special design concepts included. Thank you.
May 2	Laura Kochis 12 Willowbrook Whitefish 862-5910	Have been a resident of Montana for 18 years. I am in favor of a divided highway, with a median, including all entrances to the cities in the valley. I oppose strongly a five-lane highway for safety reasons and also for aesthetics. I would also like to see the special design concepts included in your plan, and feel that this would preserve the beauty of this area that we have had. Don't want to make this into a Los Angeles freeway here. This would be a long-term solution, rather than a short-term interim answer.
May 2	Keith Bolin 862-4555	I have a business on the highway. Whatever is done with the highway is going to affect me. This has gone on long enough. I have been on hold for five years while they decide what to do with the highway, and it affects my business. I'm tired of delay after delay. The more investigation I do I could live with a median. In some cases it might be better. A five-lane is fine with me too. This has gone on long enough and I'm willing to sue anybody that gets in the way if they prolong this project any further.
May 2	Barbara Lloyd 2114 Houston Drive Whitefish	I am in favor of a divided highway with a median, and do not want to see a highway that is five lanes. It would be environmentally ugly, and very unsafe. I don't mind the fact there would be $73 million as opposed to a $71 million, if we are going to do it, we should do it right. So please, please consider my message, and please go with the divided highway with a median, otherwise we are going to have spot zoning in that area and it will make that road uglier than it already is.
May 2	Jackie Clemens 405 8th Street West Whitefish	Think the very best plan for 93 that will serve us now and in the future, safely and aesthetically is the divided highway with a median strip, the whole length of it. Since we are only going to be done once, we should do it the best way to start with. Regarding the Proposed bridge across 7th Street in Whitefish as part of this plan-- that is too dangerous. Trucks coming down to that bridge in the winter will slip on the ice when they are going around the corner to get on the bridge. Also when trucks break they release diesel fuel into the air and this would compound our already terrible air quality problem. The bridge would ruin that stretch of river with all the ducks and nesting grounds there. I am really against it. There is no one in my neighborhood who wants that bridge there. The best thing is to have a one-way continue out to the end of Baker Avenue to where it joins 93. Don't build a bridge across the river, that would be a very, very expensive mistake.

Date (1994)	Name	Comment
May 2	Marcia Karikoe 93 South Whitefish 862-4460	She and her husband are both in favor of a five-lane highway with a turn-lane in the middle. There isn't enough land for anything else. If there was a median, snow would pack up against it. She is very concerned about the maintenance of a median. It collects trash and weeds grow in it. It looks terrible. It all sounds nice to have a median, but when it comes to getting the work done, there's no one to do it.
May 2	Dave Hattan	Support a divided highway. Would like to see the present character of the valley preserved as much as possible. Also, include the special design concepts as well.
May 2	Lisa Hoakman 324 Boone Road Somers 59932 857-3799	Don Dryer and myself support the divided highway with a median and all entrances to the cities in the valley, including all special design concepts, and we would really like to preserve the character of the valley, and not have to do this highway again.
May 2	Kermit Kvigne 334 West 9th Street PO Box 202 862-3318	Concerned about the alternate and I prefer Alternate B and I would like to see a truck route later on off 93 going over to 93 west and turning off in the vicinity of possibly near the Baptist Church. I'm opposed to having a truck route on West 7th Street. The money saved on building that bridge could later be used on a truck bypass. I am favor of a frontal road from Whitefish down to Highway 40 and also I would like to see a divided highway most of the way between Whitefish and Somers. That covers most of it. Thank you.
May 2	Suzanne Booker 752-0258	My husband and I are definitely in favor of a divided highway with a median going from Kalispell to Whitefish. I would love to make some more comments, if you would like to call I would be delighted.
May 2	Caroline Jacobs East Evergreen Kalispell	I support a divided highway with a meridian. Hopefully this will preserve and enhance the character of the valley as a long-term solution.
May 3	Bill Carpenter Box 1876 Whitefish	In favor of a divided with entrances and exits and special design concepts included. Think that is the best way to go for safety, scenic appeal and flow of traffic.
May 3	David Evans Mini Mart 721-4222	Curious about what decisions have been made on this corridor and if I can talk to someone about our complaints and our worries. *Returned call May 4. What is the status? Supportive of Spokane being one-way south, because traffic would be going by two other convenience stores before the Mini-Mart if it is one-way north.*
May 3	No name 756-6228	Where can I send a comment? *Returned call May 4 -- gave address*
May 3	Linda Gregwire 862-4588	Think that we should go with the five-lane, what the state originally designed. I don't know about a corridor with a divided highway and then transitioning to a five-lane with a suicide lane in the middle. I can't visualize it. Are people going to be confused with a transition from one kind to another? We need something desperately. Don't want to wait five to ten years to do it. Don't need grass growing in the highway. Concerns about maintenance of a median. It is very expensive to have a median. It is pretty for the tourists, but the people who live here are the ones who pay for the maintenance. I've seen medians in other areas and in the winter they are ugly -- vegetation is dried up, there are weeds, and it gathers trash. I just wish they would get the show on the road. If you would like to call her with more comments, she would welcome that. She and her husband work odd shifts, so call any time, maybe leave a message on their message machine.
May 3	Annie Reiker Crenshaw House	Re Meetings: Ben Cohen will be bringing in my faxed information and he will be speaking for the both of us. Please listen to him and know that what he says is my opinion also.
May 4	Larry Lottery 862-2336 Pastor, Whitefish Community Church of God	Concerned about traffic flow kinds of things and how they will be addressed in that location. Please give me a call. *Called back May 9. If a divided highway, would need to have a median break in front of the church. Traffic coming from Whitefish would have to make a U-turn -- we are dealing with 150 to 160 vehicles now. Definitely need good access. Request continuing involvement during design process.*
May 4	Mirene James 5075 Hwy 93 N Whitefish	Support a divided highway design.
May 4	Art Bollen 4670 Hwy 93 South 862-5235	I want the highway to proceed as fast as possible and any of these people who are fighting the highway, if they don't let the highway go I think I'm going to proceed legally to shut them up too.
May 4	Harold Bucher 120 Prk Knoll Ln 862-0047	Support a divided highway with a median over the entire distance of 93 and I would like to see special design concepts included as this is our one chance to do this right.

Date (1994)	Name	Comment
May 5	Jan Kellogg Whitefish	Very much in favor of a divided highway with a median down the middle the majority of the highway, just as much as we can have, just for the safety factor. Also like the idea of a bike path, that is important also. Also have concerns for kids crossing over from the west side of town to get to the schools, we need a safe way for kids to cross whatever design we end up with. I live off of Baker Street, I'm not sure this relates to what you're doing, but I am real concerned about Baker not being designated as going south only, unless there is a bridge that goes across on 7th Street.
May 5	Clyde Peterson 862-9292	Against the medians on the highway.
May 5	Lyle Davis 2563 Hwy 93 N	Unable to make meetings. I would prefer a five-lane highway out through this way versus the four-lane.
May 5	Donna Brunner 6010 Hwy 93 S Whitefish 862-3685	Against the median and would like to have a chance to voice my opinion. *Called back May 6 -- against the median because of loss in access and difficulty with maintenance -- they don't keep it maintained.*
May 5	Lail Diehn Hwy 93 North of Whitefish 862-5295	Just calling in response to the letter. Gone most of the day. Please call back. I am interested in the divided highway not the five-lane and it has to do with my property north of Whitefish. Please call me and let me know what you are thinking about. *Called back May 6. Lives west of Whitefish. A bikepath west of town would be great and much safer. Not supportive of a Seventh Street bridge. Supportive of a median between Karrow and Grouse Mountain. Supportive of a median between Somers and Whitefish.*
May 5	Don Jenson Happy Valley Storage Holiday Plaza Whitefish RV Park 862-3551 or 862-0311	Want to talk to you about that. Especially when you get farther south. We have already talked to you about the Holiday Plaza and RV park. But farther on south we've got some problems out there too. Please call whenever it's convenient. *Called back May 6. Definitely against the median highway because customers need to be able to turn into their property.*
May 5	Larry Krzyewski Funeral Home Whitefish on 93	Against any medians on the highway in front of my place. Thank you.
May 5	Marie Shaw 505 Lakewood Court Whitefish	I am in favor of a divided highway with a median concept I agree with the editorial in the Missoulian -- don't skimp on US 93.
May 5	Randy Napa Auto Parts Whitefish	Not able to attend a meeting. I am in favor of the five lane design. No medians whatsoever in the Whitefish business area here and on 93.
May 5	Newton Conklin Own two properties on 93 756-8281 home 752-1555 office.	*Called May 6. Was able to make the landowner's meeting on May 5. Biggest complaint was the lack of professionalism exhibited by MDT previously. Would not address loss of valuation.*
May 5	Kathy Kramer 862-0341	Live on west 93. Would like someone to call her. Please call me on Monday. *Returned call May 4. We live a quarter of a mile west of Grouse Mountain. Please send information. Also really support a divided highway between Kalispell and Whitefish even though it is going to cost more money. Every city is the same: the strip into Helena is so ugly. We have a unique downtown -- we have been planting trees now -- a solid expanse of pavement will encourage strip development.*
May 5	Greg Beesen 755-5437	I missed my date, evidently, on the meeting announcement here. But I would like some information, any information if you would like to call me back, that would be nice. *Called May 6 -- he is on 11th on Main Street and has a question about what is proposed in that area. He will be sent a map.*
May 6	Greg 1117 South Main 755-5437	Talked to you earlier and you said you were going to mail me the appropriate information. I would like to see that as soon as possible, and would maybe be willing to come to you and pick it up in person, if that is viable. *(Note: this was mailed on May 6, 1994.)*
May 9	Bobbie Wolstein	Phone conversation with Gina McAfee, C&B: Bobbie read an article that we had been having landowner meetings. Golf course and residential development approved just north of the Cemetery on the east side of US 93. Need access to this property. Desire to be placed on mailing list for any meetings held during the design process to discuss access: LHC, Inc., Box 7338, Kalispell, Montana 59904

Date (1994)	Name	Comment
May 9	Marcia Yarbrough 862-6224	Have a question regarding the article in the April 14 Pilot. I have been out of town and have just returned. I'm curious about the parking that is going to be removed by C3 alternative. *Returned call on May 10, 1994. Removal of parking through downtown Whitefish is of critical concern. Parking is the downtown economy. Removal of parking in the downtown area will kill retail businesses that require a high parking turn-over. Bike lanes through town are not as important as on-street parking provision for local area businesses. Bicycles can use adjacent parallel local streets which would provide a safer route for bicyclists while maintaining as much on-street parking as possible. Definitely need to consider a bypass of Whitefish to accommodate through traffic. Very opposed to a one-way couplet of streets on Baker and Spokane, particularly with impacts of increased traffic on Baker impacting the park north of the Whitefish River and residential areas adjacent to Baker. Marcia talked to Dale Ennor regarding the city's plans for replacement parking. Dale indicated that the city has no plans for replacement parking and Marcia suggested that the US 93 EIS should address this in its final version. Parking is of critical concern along 2nd Street where no adjacent city street parking is available. From Baker to the Whitefish River, parking is of critical concern particularly near the Sampson Block (two-story brick building across from the Whitefish Pilot.) The upper floors of the Sampson Building are condominiums and there is no parking available on the adjacent side streets or in the lot in the rear now that the bank has increased their drive-through facilities. On the north side of 2nd, there is no off-street parking provided for the building that contains the Whitefish Pilot and previous tenant, Whitefish Furniture (next door to the Pilot). Marcia indicated this is a 4,000 square foot building with no on-street parking provided. It was noted to Marcia that the US 93 EIS will be modified to illustrate a three-lane alternative from the Whitefish River to Karrow and that this three-lane cross-section could possibly be extended between the River and Baker under the C3 alternative with two lanes eastbound and one lane westbound. The segment of 2nd from Baker to Spokane would need to be two lanes westbound and perhaps only one lane eastbound. These modifications would allow for parking along the south side of 2nd between Baker and Spokane and along the north side of 2nd west of Baker to the Whitefish River. It was also mentioned to Marcia that the bypass of Whitefish will continue to be studied in the Whitefish Traffic Operations Study and in particular improvements to Twin Bridges intersections and paving of Lodgepole to encourage trucks to use the Farm-to-Market route. Marcia indicated that improvements to Karrow to fix the 90-degree turns at the southern end with a realignment to intersect US 93 opposite MT 40 would encourage local traffic to utilize Karrow (but she did admit that this would not be a good truck route). Marcia noted an item that has not previously been addressed, that being that a one-way couplet will increase traffic on Columbia and Kalispell Avenues between 2nd and 7th for traffic accessing residences in the eastern neighborhoods that wish to travel south on Spokane. This traffic would utilize Columbia and Kalispell to travel the five blocks or so south in order to avoid out-of-direction travel west to Baker then south then across the 7th Street bridge back to Spokane. It was mentioned to Marcia that the one-way couplet would have some impact on local city streets but that these impacts need to be weighed versus the benefits of potential improvements to US 93 traffic operations. Marcia asked that these comments be included in the consideration of alternatives through Whitefish given that the public response on the EIS has been extended through May 16.*
May 9		This phone number is for Brian. This is Joyce from the Dept. of Transportation with the Carter & Burgess phone number 862-1388.
May 9	Bobby Wolstein LHC 755-9166	Would like to set up an appointment to talk to you about the access to our property. The property is owned by Roger Claridge and LHC, Incorporated between Kalispell and Whitefish. We have a golf course development we have been approved for there and wanted to discuss the access to that with you. *Note: Discussed the project with her later in the day. She requested more involvement during the design phase of the project.*
May 9	Gary Elliot 862-7048	Want some further information on the Highway 93 project. *Called back May 10, 1994. Wondering if it is ever going to be built. When will construction occur? 1995 or 1996 would be great -- let's get it built before more children get killed.*
May 10	Jack Frasier, owns Jack's Diamond Back 6155 Hwy 93 S 862-4855	My comment on the proposed Highway addition would be a four-lane with a middle turning lane, which would consist of five lanes. If you put a divided highway in, traffic going south would be unable to turn into my business and it would deprive me of the income I need to continue in business. So I recommend a five-lane, with a middle-turn lane. Feel free to contact me if you want additional input from me.
May 12	Kent Frampton An owner of the Best Bet Casino 862-4718	Wonder what is being planned for right out in front of my building. Please call me. *Returned call.*

Date (1994)	Name	Comment
May 12	Rick Kramer 8620341	Interested in the west design of highway 93 west of Whitefish. I'm wondering about the actual -- there's a truck climbing lane there, I'm wondering about the existing center line of the highway, the actual dimensions either side of that line to the north and to the south for that cross-section, if you could give me that dimensions, including the powerline setbacks from the existing center median line. *Returned call - provided with dimensions.*
May 12	Elaine Vandenberg 450 Ramsfield Rd Big Fork, 59911	Phone conversation with Dale Paulson: Favors a five-lane raised - medians are hard to see. Elaine asked to have Brenda Miller put on mailing list: 260 Fox Farm Drive, Whitefish 59937.
May 12	Al Vandenberg 450 Ramsfield Rd Big Fork 59911	Favors a divided four lane - safer section.
May 12	Carolyn Thompson 70 Krause Lane Kalispell, 59901	Favosr a five-lane section - no reason given.
May 12	Cynthia Blake 334 Harrison Blvd. Kalispell 752-1080	Favors a five-lane section for safety reasons.
May 12	Duane Carlson 862-3116	Favors a five-lane - issues are cost and the added amount of land that is required for a divided section.
May 12	Mark Carlson 844-2293	Favors a five-lane -- issues are cost and safety.
May 12	Calvin Dyck	Favors a five-lane -- issues are cost and safety. Mr. Carlson runs heavy equipment.
May 16	Karen Lundgartard 862-0339	Please call -- has comments.
May 16	Karen Lundgantard 862-0339	Please call -- has comments. *Returned call on May 16, 1994: We traveled this last winter in France. There was an undivided highway south of Arles, France with a center turn lane, and at the beginning of this stretch of highway there was a sign that said "Caution: 17 deaths on next 12 kilometers in 1992" -- now that's only deaths, that's not injuries or accidents. That's more than two a mile. That bears looking at for any highway design where they are considering a center turn lane. People constantly use the center turn lanes as a passing lane, and all kinds of other things except a turn lane. We obviously have not got enough county, city or highway patrol people to patrols these roads, because there are violations daily of speed limits and all kinds of other regulations in our area. We obviously do not have the proper law enforcement to ensure proper use of a center turn lane. We travel considerably and I have never seen a worse traffic problem or worse situation than we have here in Flathead County.*
May 16	Lydia Daley 560 Somers Ave Whitefish, 59937 406/862-4389	I support a median all the way from Somers to Whitefish and I support a median from Route 40 all the way to State Park Road by Lion Mountain in Whitefish. I also support all the special design concepts and I support C(COUPLET -3) for the Whitefish area as far as the bridge and Baker Avenue, etc. Call me if you have any questions.
May 16	Kent Frampton 862-4718	Called earlier. I'm one of the owners of the Best Bet Casino owners in Whitefish. I want to talk to someone about what's going on right out in front of me. *Returned call June 2: He was wondering what the status is in front of his property. There is a median recommended by the Advisory Committee, pending City approval of maintaining the median. In front of Best Bet Casino, would be ending and transitioning to couplet. He has no real problem with access with or without a median.*
May 17	Marcie Kariko 406/862-4460	Please call me. *Returned call on May 19. Just went to Massachusetts -- should consider sound barriers between MT 40 and Whitefish if more land will be taken in this section. In favor of the five-lane highway.*
May 19	Wendy, KOFI Radio 755-6690	Want to talk to someone about Advisory Committee recommendations. Please call. *Returned call May 25.*
May 19	Charles Stews at Somers 857-3464	If we are going to have a divided highway by Somers to Rocky Cliff Road, we would like to know how we are going to get to our business. Thank you. *Returned call May 25. They have a shop and a duplex right across from the industrial park (on the west side) -- right beside Forest Hills Trailer Park. Do not support the median. Would like to meet during the design process to discuss access. Add to mailing list: Charles Stoos, 147 Pavilion Hill, Somers.*

May 23	Ken Smith Whitefish KOA (Diamond K Campground) 3 miles south of Whitefish on 93	Have concerns regarding the proposal for the meridian and we would like to talk to someone, 449-4045 or at the campground on Tuesday, 862-4242. *Returned call May 25. Concerned about a median break -- would need to allow enough room for trailers to stacks to turn. A five-lane would be preferable.*
June 20	Richard Atkinson 406/862-3480	Wish to comment in the Whitefish area. Preferred alternative looks generally good in Whitefish. The bridge for Seventh Street does not seem necessary. There are three drawbacks: • There will be increased traffic on Seventh west of Baker. • It is expensive. • For trucks going south on Baker and needing to take a turn onto the bridge, it will not be safe. Recommend looking again at the couplet alternative that routes traffic on the Baker Street extension.
June 16	Ron Trippet 752-9000	Received newsletter. Is curious about number 8 from mile 117 to 124 a divided highway section a. Please give me a call. *Returned call June 20, left message*
June 16	Scott Cleminger 755-0917	Have a business on Highway 93 south of Kalispell. I need to talk to someone about the proposed plan in front of my business which I do not like and we can talk about it then. Thank you. *Returned call June 20. Our property is between MT 82 and Rocky Cliff Road, Demarsville Mercantile and Cycle House (2 votes) -- my major concern is safety. We have two accesses now -- we need to have room for motor homes to turn around. My main concern is my motorcycle customers -- rear-ending is a big problem now. We should just build a five-lane road and get on with it.*
June 16	Eugene Lee	I have written to you people and been to your meetings at Cavanaugh's and at Somers. I just got the new highway corridor improvement study sent out June 10 and I received it yesterday. I thought the comment period was over, but it says that the Advisory Committee recommends this preferred alternative. Well, my main concern is the divided highway south of Kalispell. I have commented before. We people with farm machinery and big semis and stuff, there is just absolutely no way that we can live by a divided highway. So I have tried calling the committee members, you've got 14 of them listed and I called seven people before I finally got an answer and that was Pam Kennedy. She is obviously in favor of the thing because of the beauty and everything to the approach to Kalispell. Finally was able to get hold of two more people. I can't see how the Advisory Committee can be in favor of this when I find out that its only three people that are actually in favor of this divided highway and the rest are evidently against it. My main concern is, my property is at 4058 93 South. Drift Exploration & Drilling is in there with 40 some trucks and Don Patterson the owner says his trucks just cannot do down the highway get into the left turn lane and swing that semi around and come back and get in our driveway. The man I talked to at Cavanaugh's agreed. I don't know who has made up all these decisions, but Pam Kennedy said that about 100 percent of the people were in favor of this, she is wrong. If you go right down the highway and call those people you will find out that the majority of the people are against the divided highway. I have the time to go with somebody if they want me to contact these people. Tom Little who lives south of town says he is totally against the divided highway, but I understand he wasn't at the last meeting. You are just going to have the poll your people on the Advisory Committee. Take some hints from the highway department, because I found out this morning that the state highway department and county highway department is against a divided highway, and who has more expertise in deciding where a divided highway should be than those people. And looks are nice, but looks are only skin deep, and we have to be practical and set this thing up so that people can use it. Unless we have a frontage road or service road or something, we just absolutely have to be able to go straight cross the highway from our approach. If you want to call me my number is 257-2233. *Returned call. There will be a frontage road planned in this area.*
June 16	Robert Altenberg 857-3652	We were interested in finding out more of what the proposed plan is here on 93 south near the 82 junction.
June 16	Frank Thomas Kalispell News 755-6767	I got your recent newsletter and I would like to get some timelines involved in this. *Returned call June 20, 1994.*
June 16	David Burt 752-3362	Live on Hagerman Lane and I was just wondering what kind of access I'm going to have to the highway from my street. *Returned call June 20, 1994. Left message.*
June 17	Everett Slater 752-1040	I think you are taking away some of my parking and I would like to talk to somebody. *Returned call June 21, 1994.*
June 17	Glover	I received your transportation improvement study and what is a one-acre park-n-ride at Montana 82. What is that thing anyway?
June 20	Carol Lietz	Please return my call. *Returned call June 20. Have questions about a property north of MT 40, west side of road. We have a garage on this property -- would like to know how close to their property the new road will be (how it relates to existing centerline). How will we be able to get out of our property to go north? The previous MDT proposal was to consolidate access with the owners to the south.*

June 20	Linda Christensen 2755 Highway 93 West	Linda lives out by Skyles Lake and would like a detached bikepath considered west of Whitefish. It is very definitely needed for safety reasons. Linda was told that the preferred alternative is to include a detached bikepath as much as possible, including the area west of Whitefish.
June 22	Jeff Fleming Montana Chain Saw Carving	I am a business on the highway south of Kalispell near the intersection of Fir Terrace Road and would like some information on access once the highway is built, whether it is going to be a frontage road or if it is going to be access off the four-lane divided highway. Please call me back. *Returned call June 23. Sent a concept plan for this area on June 29.*
June 23	Steve Galaherd, Country Stores	Please call me. *Returned call June 23. Live on Hagerman Road. Just wanted to make sure a full-turning movement access will be provided there (it will). You have done a marvelous job, and have done a lot of work. Keep going.*
June 23	Ron Trippet	Calling about the 117 to 124 section. Own property about a mile north of the Stillwater Bridge and by the race track. Just requested clarification about how often median breaks are planned and when will construction begin.
June 24	DJ Walker, Remax Land and Lake	Regarding the highway frontage that's being bought between Glacier Memorial Park and the junction of Highway 93 and Highway 40. The question is, if it can even be answered, is: is there any more land that is going to be bought? I think that's all we need to know is just have all the purchases been completed on that particular project. Please call 257-8900 and ask for DJ Walker. *Returned call June 29 and mailed a letter.*
June 28	John Wilson, City of Kalispell	John Wilson with the City of Kalispell Public Works Department called to ask if a sidewalk/bikepath would be required under FHWA standards for the segment of US 93 from Wyoming to Reserve Drive. The City is considering building tennis courts at the FVCC and Council has been questioned on how pedestrians/bikes will get there from the residential areas to the south. *Dean Bradley spoke with Dale Paulson, FHWA, and the following information was relayed via telephone on July 5, 1994: FHWA does not require a bike path or sidewalk along a higher – this is a local decision and FHWA could participate. ADA does require ramps at intersections with sidewalks/curb and gutter – which will be required along US 93 south of Wyoming to Idaho when the median is rebuilt.*
June 30	David Evans, Mini Mart	Have a store in Whitefish. Would like to talk to somebody about the US 93 corridor, about traffic patterns in and around my store. Newsletter #6 is a little confusing to me. Please call. *Returned call on July 1. David was confused by the description of traffic lanes on Spokane between the Whitefish River and 7th Street. It was explained to David that there would be two lanes in each direction, parking removed, with no widening proposed and no center turn lane provided. David thanked us for the explanation.*
July 1	Tim Grattan, Grouse Mountain Lodge	Concerned with left-turn access to/from Grouse Mountain Lodge and development. *Sent copy of concept plan showing left-turn lane and median opening at Lodge access point.*
July 22	Gary Howard	A shift in alignment to the west would be a major problem to them. We sold the right-of-way under one pretense – that the centerline would be on the existing alignment. As the approach comes into our property, we still need to get into the horse pasture.
August 1	Herbert W. and Lavonne M. Koenig	Have land south of Fenders on Church Drive. We would like to know what is going on. We have not been contacted. We get vibrations that they're going to take a hunk of land, and we would like to know. We have a house that's right along the highway and we would like to know what is going on. Please call. *Returned call August 2: Conversation with Michael Worrall. Herb is a resident living on the proposed Somers to West of Whitefish project site. He lives on west side of the highway just north of Tronstad Road. Herb explained that he is planning on addition to his house which is located on the proposed project site. He wanted an update on the plan of action and whether it would affect his house. Mike responded by stating that the recommendation from the Advisory Committee was for a median which is shifted west. Herb then questioned why the median was not shifted east instead. Mike responded that there would be greater impacts if the east shift were implemented. Herb expressed concern that he will get paid much less than other land per acre since it is agricultural land and not commercial. Herb suggested a grade separation at Church because of high traffic volumes and pointed out that he has an irrigation line under the road at Church and 1/2 mile south of that. Herb's primary concern was whether his house would be taken when the project begins. His house is located ten feet from the existing right-of-way line. Mike responded that the necessary right-of-way along his property would be between 25 feet and 80 feet in width, and therefore yes. Herb asked when work on the project would begin and Mike responded that no time frame for this section has yet been established. Other sections are likely to be constructed next year.*

7: Written Public Comments

Written Public Comments

We The Undersigned oppose raised medians on 93 in Whitefish

Charles Nordrum	Valley Inn
Mindy Curtiss	Mail Boxes Etc
Amelia Anderson	Amelia's Bakery
Jack West	Radio Shack
Scott Dryer	Dryer's Framing Gallery
[illegible]	Instant Center of America
[illegible] Hood	Investment Center of America
Myra McCurdy	Wedgewood, Inc.
Ross Haffner	Wedgewood Properties
Patricia A Nordrum	Valley Inn
Johanne Weider	Valley Inn
Jim Acton	Valley Inn

Comment Sheet
Jeff Cornell
3859 Hwy 93 W
Whitefish, MT 59937
862-5083

I am in favor of a divided highway with a median, including all the entrances to the cities in the valley. I would like to see all the special design concepts included.

Comment Sheet
John Clayton
PO Box 393
Waitsfield, VT 05673
802/496-5866

I am in favor of a divided highway with a median, including all the entrances to the cities in the valley. I want to see all the special design concepts included. Please preserve and enhance the character of the valley.

Comment Sheet
Jack Whitehouse
3859 Hwy 93 N
867-5083

I am in favor of a divided highway with a median, including all the entrances to the cities in the valley. I want to see all the designs included.

Letter Received February 14, 1994

Sirs: I am a resident of Whitefish, Montana who values my town the way it is and I am doing everything I can to see that it not ruined like Aspen, Colorado and Park City, Utah were ruined. Therefore, I would like to register my strong preference (and that of all my neighbors) for the four-lane divided. It is by far the safest idea and the one that will involve the least ripping and tearing at our town. Please do not consider the 5-lane highway!

Thank you, Sincerely, J. Mclemens

Letter dated March 11, 1994
Received March 14, 1994

Letter from
Pat Amone
Thomas Amone

My husband and I are for the Maximum Capacity (four-lane divided) design for Highway 93 north of Kalispell. If they can do it in New York why not here. We do not need another B-52 runway designed road. Growth in the Valley doesn't also have to mean ugly.

The people against the four-lane divided are letting dollar signs get in the way of good judgment.

Letter received March 21, 1994

Letter from

Bebe Kezar
903 Wisconsin
Alpine Village Centre
Whitefish, Montana 59937
406/862-5156

Thank you for the work you've done for the Flathead Valley and no doubt extending into other corridors. I'm in favor of a divided highway with a median, including the entrances to Whitefish and other cities here. I want all the special design concepts used, this to insure our important resources here and to keep that value for us who live here and our visitors. Thank you.

Letter received March 21, 1994

Letter from
Colin C. Andrews
State Farm Insurance
445 South Main
Kalispell, Montana 59901
406/752-2116

Gina, we need a highway now! To me a five-lane makes sense because of expense. A four-lane will require more time and additional land which to me is ridiculous. How many people died on this short road in 1993 (3)?

We also need a bypass but this is secondary to reconstruction of Highway 93.

22 March 1994

Ms. Gina McAfee
Carter & Burgess
216 16th Street - Suite 1700
Denver, Colorado 80202

Dear Ms. McAfee:

Thank you for the information you sent me on the Highway 93 Draft EIS. As a resident of the Flathead Valley, I am very interested in this project because I believe that it has an important bearing on how our communities will need to address change in the future. It will set the trend for defining design quality and integrating it into the built environment of this region for many years to come.

I am in favor of Alternative A (Median) as a concept for the design of the highway. I feel that this type of design is best from a functional, safety and aesthetic standpoint. It will cost more, but I believe that the safeguarding the scenic and economic values of the valley are worth it. I think that the EIS could have been much stronger in recognizing and assessing visual quality values, since I feel that they represent the key differences between the alternatives.

The process by which we arrive at the decision on this issue is an important one to me also. I believe that the Montana Department of Transportation (MDOT) did a poor job of analyzing alternatives and involving the public in the earlier decision to construct a five-lane highway. While it is unfortunate that we had to go through the time and expense of the EIS, I feel that Senator Baucus was right in requiring that. In the future, the MDOT should be more proactive in seeking and using public input.

Thanks for your efforts in conducting the EIS, and for keeping me informed.

Sincerely,

Bob

Robert Dunkley
2435 Middle Road
Columbia Falls, Mt. 59912

cc: Senator Max Baucus
Governor Marc Racicot
Commissioner Sharon Stratton

RECEIVED
MAR 25 1994
Carter-Burgess
Denver, Colorado

RECEIVED
APR 04 1994
Carter-Burgess
Denver, Colorado

March 26, 1994

Greetings

As I was unable to make the public hearing on the HWY 93 design I am writing to ask you to please include as many of the special design features in the final plan as possible. While I realize that the cost of a divided highway may be higher than a five lane. Cost should not be the main criteria, rather they should be safety and aesthetics. The long range cost benifit of safety and aesthetics to our community will far out weight short term cost savings. Let's do it right the first time.

Additionally I would urge you to include design options that would remove culverts where 93 crosses the Whitefish river to install a bridge that would allow bike and pedestrian travel to schools and neighborhoods under the bridge. I also feel the 7th street bridge is probably the prefered options to allow use of Baker street bypass most effectively.

Go Route design.

PAGE 2

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

THE BRIDGE ACROSS THE WHITEFISH RIVER SHOULD BE REBUILT TO A 4 LANE DESIGN EVEN IF THERE IS NO 4 LANE OR 5 LANE CONSTRUCTED ON THE PRESENT DESIGN & CONST. I BELIEVE THE 5 LANE SHOULD BE CARRIED OUT WEST OF WHITEFISH AT LEAST TO TOP OF LION MOUNTAIN WITH 4 LANE OR VERY WIDE 2 LANE ON TO SPENCER LANE.

PURCHASING OF ADDITIONAL RIGHT-OF-WAY IN SOME AREAS ADJACENT TO OR IN CITIES OF WHITEFISH WILL HAVE TO BE A MUST. IT WILL NEVER BE ANY CHEAPER. THE REMOVAL OF BLVDS. AND TREES ON SPOKANE AVE COULD ALSO BE REMOVED TO FACILITATE THE 4 OR 5 LANE DESIGN.

LETS GET GOING ON THIS ENTIRE PROJECT IT SHOULD HAVE BEEN DONE 25 YRS. AGO. TIME IS OF THE ESSENCE.

Name WILLIAM J HEBERT

Address 315 8TH. ST. E. KALISPELL, MT. 5990

Phone (406) 257-2295

(above information is optional)

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

I AM IN AGREEMENT WITH THE FIVE LANE DESIGN. SOME MODIFICATIONS WILL HAVE TO TAKE PLACE THROUGH THE CITIES OF KALISPELL AND WHITEFISH OF COURSE. THE THREE BLOCK AREA SOUTH OF THE COURT-HOUSE IN KALISPELL BE WIDENED BY REMOVING TREES AND BLVDS. THE AREA IS MOSTLY COMMERCIAL. THIS WOULD GIVE A WIDTH OF SOME 80 FT. OR MORE. CLIPPING THE CORNERS AROUND CT. HOUSE WOULD HELP ALSO.

I THINK THE SCHEME THRU THE CITY OF KAL. SHOULD BE CARRIED OUT ALONG WITH THE PLAN AND CONST. OF THE WEST BY-PASS. THE WILLOW GLEN DRIVE BYPASS ON EAST SIDE SHOULD BE ALSO PLANNED AND CONSTRUCTED EVEN IF IT HAS TO BE EAST OF THE HOUSING. THE 93 CONCEPT THRU WHITEFISH IS COMPLICATED BUT SHOULD BE USED.

(CONT.)

Name WILLIAM J. HEBERT

Address 315 8TH ST. EAST, KALISPELL, MT. 5990

Phone (406) 257-2295

(above information is optional)

RECEIVED

MAR 28 1994

CHRIS G. MORITZ LANDSCAPE ARCHITECT

March 28, 1994

Gina McAfee
Carter & Burgess
216 16th Street, Suite 1700
Denver, CO 80202

Dear Gina:

With this letter we want to express our preference for the Alternative A (Median) for U. S. Highway 93 for the entire length under study from Somers to Whitefish. Our reasons for this preference are as follows:

1. We definitely feel that it would be a safer highway. We always hesitate making a left hand turn onto a highway with a center turn lane, even if there are only three lanes. The five-lane design, especially with the anticipated increased traffic flow, would just present more of a problem.. We would rather enter a divided highway with a right hand turn, go to the next median cut and then make a U-turn. Snow conditions in the winter would just make this situation worse, since lane markings are not visible. Many people probably feel the same.

2. We would rather wait for the construction of the best highway for this beautiful valley, than rush and build the most expedient highway now. In a few years we may regret it, if the wrong decision is made now. It is more pleasant and less stressful to travel on a highway with a dividing median. Such a roadway has a more human scale. As traffic volume increases this will become more and more obvious.

3. The design with the dividing median requires less asphalt paving than the design with a continuous turn lane. The divided highway allows independent vertical and horizontal alignment, permitting the reduction of cut and fill and fitting the highway better into the landscape. These are two factors that would reduce costs.

4. We already are experiencing a lot of strip commercial development along Highway 93. A continuous turn lane would facilitate a continuous commercial strip all the way from Somers to Whitefish that would be hard to control. We are making every effort to direct growth in the valley as much as possible to established communities and to avoid commercial sprawl. The median alternative would help in this effort.

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MAR 31 1994
Carter-Burgess
Denver, Colorado

345 SWAN HILL DRIVE • BIGFORK, MONTANA 59911 • (406) 837-4950

5. During the time of highway construction there would be less disruption of traffic, in our opinion, with the median alternative than with the widening of the existing highway to five lanes.

6. We believe that a separate independent bicycle path would be better than one that uses the highway shoulder adjacent to traffic lanes. It would be safer and more pleasant to travel on. If the width is at least 8 feet, maintenance of such a bike path should be no problem.

7. The cost of the median alternative may be somewhat higher, but we feel that this is good use of the tax money we are sending to Washington anyway. Since approximately 80% of the construction costs are federal funds, we think that we deserve getting some of our money back, rather than supporting with it construction in other states, that decide to construct the best highways rather than the least expensive ones.

Sincerely,

Chris and Cas Moritz

March 28, 1994

Gina McAfee: A short note to give my strong approval for a scenic divided highway with the median strip down the center for Highway 93 between Somers and Whitefish, Montana. The Flathead Valley has unparalleled beauty and this highway plan must be designed to prevent strip development between the three towns in the valley.

Thank you
Jan de Weeve
Montana resident of 23 years.

March 29, 1994

Dear Mr. Burgess:

I am definitely in favor of a divided highway with a meridian, including all entrances to the cities in the valley. This is something that will not be able to be changed in the future and should be done correctly now. I would like to see all the special design concepts included.

Sincerely,
Anne Callind

RECEIVED
MAR 29 1994
Carter-Burgess
Denver, Colorado

1003 9th Street East
Whitefish, MT 59937

March 25, 1994

Gina McAfee
Carter & Burgess
216 16th Street - Suite 1700
Denver, CO 80202

Dear Ms. McAfee;

I want to compliment you and your staff on a professional and excellent job. Your staff always listened and noted, always exhibited diplomatic manner and never appeared biased on this project.
Your work is immeasurably superior to previous efforts. Thank you.

My comments are biased in that I have long supported the idea of a divided and limited access route between Whitefish and Somers. My reasons are simple: the Federal Highway System was developed to move people and goods from on population center to another in a manner that promotes safe and efficient traffic flows. US 93 is a part of that federal system and the prime concern of physical improvements to the route should be safety and efficiency. Businesses, residences and property owners along the road have an interest in its design, but their "rights and access" should never take precedents over the major objective of a federal highway - movement through an area. US 93 should NOT be treated as a secondary highway, a county road or an urban street. It should be designed and maintained as a transportation route between small separated communities

The "Turn-lane" formate will no doubt move traffic better than the existing surface for a few years, but the design encourages development along the corridor - the history of the design in other areas notes exactly that. With development will come a need to slow the traffic by speed limits and by stop signals. In a matter of years (likely less than a decade) the roadway will fail in its primary objective of moving traffic safely and efficiently. Don't use this design! At the very least,

minimize its use in the "Combo" concept.

I encourage you to include as much of the special design concepts of varying road elevations, scenic turnouts and landscaping as can be accommodated in the construction budget. Make this a truly scenic highway.

The Whitefish area alternatives listed are all improvements over the existing situation, but "Couplet - 2" appears the best alternative. There will be some longer loops as opposed to two-way streets, but safety is a prime issue again and the smooth flow of traffic with minimal crossing of opposite flow traffic. The inclusions of the 7th Street bridge would aid the congestion at Baker/93 and the downtown intersections by allowing East/West movement in a centralized area of the community.

Finally, I highly encourage the inclusions of Kalispell Alternative B in the plan using medians to encourage traffic flow. It's a good location which fits with other study findings. Excellent.

It is obvious in your summary, that only Median or Combo alternatives allow the inclusions of all design concepts. These are the natural candidates for final consideration, simply because they include all the special criteria developed in your work.

Finally, please know it is very important for the local population that both pedestrian and bicycle use be seriously addressed and incorporated into the final design. These forms of travel are much used in the area and need accommodation with improved auto flows.

Thank you for an excellent study which worked very hard to address many diverse viewpoints. Hopefully our state planners will see the worth of addressing EIS questions honestly and with accurate information, with true public input and unbiased administration of the study. Thanks.

Sincerely,

Thomas F. Harding

Somers to Whitefish Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

RECEIVED

MAR 30 1994

Carter-Burgess
Denver, Colorado

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

I am in favor of the divided highway with a median, including all the entrances to the cities in the valley.

I want to see all the special design concepts included. They are excellent! And remember to include the pedistrian/bike path under the bridge in Whitefish.

As much as possible, bike trails should be included and be separated from the roadway.

To ensure community centered growth and discourage strip development, I am in favor of the most restrictive ROW acquisition.

Preservation of visual resources, safety and land use impacts are critical. Only the 4 lane divided highway can encourage long term growth that will benefit the valley. Thank you

Name JUDY CORNELL

Address 3859 HWY 93 N. WHITEFISH, MT 59937

Phone 406 862-5083

(above information is optional)

7-8

Therese Fox Hash
490 Kookoosint Trail
Kalispell, MT 59901

30 March 1994

Carter Burgess
216 16th Street Mall
Ste 1700
Denver, CO 80202

Re: Public Comment for Highway 93 DEIS, Montana

Dear Mr. Burgess:

I am strongly in favor of a divided highway with a median for Highway 93 from Somers - Whitefish; this design should extend to all the entrances of the affected cities. As a member of the Kalispell City-County Planning Board and Zoning Commission, I view guided development as critical to preserving the integrity of this valley and the way of life which makes not only Montana special, but our valley in particular. The March 13, 1994, editorial in the Missoulian, a copy of which I've enclosed (although I'm sure you have numerous copies of this same editorial), points out that it's the development which has already occurred and will surely accompany the highway project which should define the highway design which will ultimately be chosen.

If one looks at the various issues considered important by the public which have elicited in the process of rewriting the County-wide Master Plan, it is apparent that the public wants to protect the land and the life-style which we now enjoy. I strongly urge you to submit the divided highway with median design, with all the special design concepts included.

Thank you for your attention to this matter.

Therese Fox Hash

Therese Fox Hash

RECEIVED
APR 01 1994
Carter Burgess
Denver, Colorado

MISSOULIAN EDITORIAL (March 13, 1994)

Don't skimp on U.S. 93

Cost of best highway design offset by positive effects

A good decision about how best to upgrade Highway 93 between Somers and Whitefish should be easier to make now that the Federal Highway Administration has prepared a comprehensive review of the proposed project.

Controversy over the highway's design forced state transportation officials to postpone the project in 1992. The state Highway Commission had planned to upgrade the 29-mile segment of highway through the Flathead Valley with an economical and utilitarian five-lane thoroughfare. Complaints from many Montanans who felt the state hadn't fairly considered other highway designs prompted intervention by the federal agency that distributes money to states for transportation projects.

The federal environmental impact statement, a draft of which was published in late February, doesn't make any recommendations. But in its factual, unbiased analysis, it clearly shows that a four-lane highway divided by an attractive median would be the best design for the new highway, even though it also would be the most expensive of several possible designs.

The least but not insignificant advantage of a four-lane divided highway is that, as a kind of parkway, it is better suited to the beautiful countryside it would transect.

The effect different highway designs would have on future land use creates the strongest argument for a divided, four-lane highway.

The Flathead Valley is one of the fastest-growing places in Montana. For obvious reasons, people want to live there. While population growth is difficult to control, it can be managed — guided in desirable directions.

A five-lane design (two lanes in each direction with a turning lane in the middle — like Missoula's Reserve Street) allows virtually unlimited access to and from adjoining land. Such a design, so common in Montana, makes development of land adjacent to the highway easier and more practical.

By contrast, a four-lane highway divided by a median strip limits access to and from adjoining land. Such a design makes strip development along the length of the highway less appealing than development of land near major intersections.

Here's how the environmental impact statement puts it:

"The divided highway alternative ... favors concentration of new commercial and industrial uses at city intersections .... A divided highway design will encourage denser and more coordinated commercial land development on U.S. 93 in south Kalispell and along Spokane Avenue in Whitefish. This will be consistent with the community's stated desire to create a gateway to Whitefish. A center-median design also will advance south Kalispell industrial development near intersections and along frontage roads. ... (This design) will encourage expansion of existing commercial land uses at intersections and turning areas between Kalispell and Whitefish ... (and) also favors new residential development along nearby county roads.

"The presence of a center median will discourage investment in residential, commercial and industrial land uses located in mid-block areas. The presence of the center median will reinforce the implementation of the city/county planning objectives to preserve agricultural lands and restrict new development along the U.S. 93 corridor."

On the other hand, if a five-lane highway including center turning lane is built, the study predicts the result will be "random development of businesses in unzoned areas north of Somers." This design "will not reinforce the implementation of the planning objectives to preserve agricultural lands and restrict new development" in rural areas along the highway.

So, the choice is not really what kind of highway people want. Rather, it's what kind of development people want — what they want the Flathead Valley to be like in the future. The kind of development associated with a divided highway design would be far better than the alternative.

Of course, the divided highway would be expensive — $73.1 million, some $9.6 million more than the five-lane design, according to the environmental impact statement. A third alternative, a combination of the five-lane and divided-highway designs would cost $71.4 million. It would combine the least desirable aspects of the other alternatives — higher cost and more scattered development, at least on the outskirts of the cities.

The cost of this highway project won't be limited to the price paid for gravel and asphalt and labor. There also is a value that is more difficult to calculate associated with the effects — good and bad — the new highway will have on the Flathead Valley. In general. Whatever the value of doing the job right, it has to far exceed the $9.6 million that might be saved from doing it wrong.

Bottomly Law Offices

Attorneys:
Joe Bottomly
Anne Biby

Lori M. Wiley,
Legal Secretary

1108 South Main, Suite 4
P.O. Box 1976
Kalispell, MT 59903-1976
(406) 752-3303
Fax: (406) 755-6398

#18 Sixth Street North
Suite 201
Great Falls, MT 59401
(406) 771-0073

March 30, 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Mr. Burgess:

I am writing concerning the proposed widening of Highway 93 from Somers to Whitefish in northwest Montana. I reside here in the Flathead Valley, and I travel from Bigfork to Kalispell every day, so I am very aware of the need to widen the highway. I am an attorney, as you can see by the letterhead, but I am writing not in that capacity but simply as a citizen.

I am concerned that the widening of Highway 93 be done in a way which best enhances the character and beauty of our valley. Therefore, I hope that you will recognize that a divided highway with a median will be far superior to a five-lane highway. Many of us would like to see roadside development clustered as much as possible, rather than spread out as appears to be happening now. I believe that a divided highway will further that goal.

In addition, I hope that the special design concepts which have been recommended will be factored into the highway plans. Nothing is more important than protecting, as much as possible, the rural nature of this beautiful valley. Please recommend these designs. Thank you for your consideration.

Sincerely,

Anne G. Biby

RECEIVED
APR 01 1994
Carter-Burgess
Denver, Colorado

JOHN B. COLLINS
3080 E. LAKESHORE DRIVE
WHITEFISH, MONTANA 59937

March 30, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

Re: Highway 93 DEIS

I strongly support a 4-lane, divided highway between Whitefish and Somers.

A 4-lane design is much safer than the 5-lane alternative. One only has to experience Highway 93 south of Whitefish during peak traffic periods to appreciate the danger inherent in a 5-lane, center turning lane, design.

Another major issue is the unsightly, "strip" appearance presented by a 5-lane roadway. While a 5-lane highway may be less expensive to construct, a four lane, limited access, landscaped design will be a great improvement and, along with appropriate zoning, could preserve what is left of the natural beauty of the Whitefish to Somers corridor.

Sincerely,

John Collins

JBC/vjm

RECEIVED
APR 01 1994
Carter Burgess
Denver, Colorado

30 March 94

I am writing to comment on the Highway 93 DEIS. I am in favor of a divided highway with a median, especially at the entrances to the cities. The type of development that follows from this type of construction is what I want the Flathead Valley to enjoy in the future.

I'm also pleased & in favor of the one-way designs you have recommended for Baker & Spokane in Whitefish — I actually don't have strong feelings about which design is better!

Thanks for all your hard work!

RECEIVED
APR 04 1994
Carter-Burgess
Denver Colorado

Carol Robinson
355 Blanchard Lake Dr.
Whitefish, MT 59937
(406) 862-7591

Valerie J. Meinhardt
2190 Houston Drive
Whitefish, Montana 59937

March 30, 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

RE: Highway 93 DEIS

Please consider this a strong recommendation for a <u>four lane, divided highway</u> between Whitefish and Somers.

The four lane design would be far safer than the five lane alternative. I have seen abuses of the center lane that were bone chilling. Only with luck have we avoided some very serious accidents due to that existing situation.

Aesthetically the four lane would be far superior to the five lane. I have considered the cost factor since it is major. However, I would compare the difference to constructing a new home of sheet metal or wood construction. In terms of years we will have the highway, the cost is not as expensive as it first appears.

Sincerely,

Valerie J Meinhardt

RECEIVED
APR 04 1994
Carter-Burgess
Denver Colorado

ROBERT HURLY
Attorney at Law
234 Fifth Street South
P. O. Box 1170
Glasgow, Montana 59230

(406) 228-2641

March 14, 1994

Carter-Burgees Engineering
% Whitefish City Engineer
Whitefish City Hall
Whitefish, Montana 59937

Gentlemen:

Newspaper announcements tell us that you've completed your proposals for various highways south of Whitefish.

We own property on the west-side of the highway as follows:

Tract A - 6020 Highway 93 south, identified by the Highway Department when they were trying to buy right-of-way for this road a couple years ago as parcel #205 from Station 664 plus 20 to 666 plus 30 in the SWNE of 12, 30 North Range, 22 West.

Tract B - Steir property being sold to Dorothy Hurly on contract at 5878 Highway 93 south, identified as Highway Department right-of-way numbers parcels 281 and 282 from Station 645 plus 90 through 649 plus 20, all in the SWSE of 12, 30 North Range, 22 West.

Tract C - 5650 Highway 93 South, highway right-of-way parcel 169 from Station 616 plus 28 through 619 plus 52 in the SWNE of 13 and 30, 22.

The existing right-of-way from the center line appears to be 75 feet in front of Tract A, and it appears to be 125 feet in front of Tracts B and C.

Please tell us how your proposed alternate effects each of our 3 properties, both as to how much additional right-of-way you are proposing with each, and as to changes in grade - cuts or fills which you are proposing in front of each of our 3 properties.

Thanks in advance for this information.

Cordially yours,

ROBERT HURLY
RH/cs

GINA
2 PAGES
Pic

ROBERT HURLY
Attorney at Law
234 Fifth Street South
P. O. Box 1170
Glasgow, Montana 59230

(406) 228-2641

March 31, 1994

Mr. Dale Paulson
Federal Highway Administration
301 South Park, Room 448
Drawer 10056
Helena, Montana 59626-0056

Mr. Marvin Dye
Director
Montana Department of Transportation
Montana Highway Department Building
Helena, Montana 59626

Gentlemen:

We own several properties along Highway 93 south of Whitefish, Montana.

We have seen newspaper articles telling us that you are proposing three alternatives.

We have seen newspaper articles telling us that the alternatives will require removal of several homes or business properties along the right-of-way, and inviting us to submit comments.

We have called at the Whitefish City Hall to find out what your plans are and nothing there sheds any light on how your plans may affect any of our properties.

We have written to your engineers to find out that same information; copy of that letter is attached; and we have received no response whatever.

Please tell us how your proposed project, in each of its alternate, will affect our properties, all as described in detail in the letter to your engineers.

Please give us this information soon.

Cordially yours,

ROBERT HURLY
RH/cs
Enc: letter of 3-14-94

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Mr. Burgess,

I would like to register my support for a 4-lane, median divided highway on U.S. Highway 93 through the Flathead Valley between Somers and Whitefish, Montana, including the entrances to those 2 cities. I agree that the special design concepts, especially those that accomodate bicycles, should be built.

With the ongoing, and expected, human population growth in the Flathead Valley, a divided highway would be an important management tool to control rampant, blightful strip development. A landscaped, median divided highway is consistent with the collected wishes of the valley's citizens, as expressed through the current Cooperative Planning Coalition's efforts, to maintain an aesthetically attractive environment.

The restructuring of Highway 93 is a one-time public works opportunity that will establish the trend for future developments in the Flathead Valley, be it a future sensitive, respectful, and worthy of the inherent beauty of our Valley or a blatent expression of the collective greed and apathy of a community that killed the goose that laid the golden egg for selfish, short-term gain. The 15% increase in the cost of the project, as projected in the Environmental Impact Statement for a median divided highway, is a paltry sum when amortized over the life of the highway, which could indeed be centuries. This is a pitance to pay for both the tangible and intangible benefits to be realized with a thoughtful highway design.

Thank-you for this opportunity to register my opinion.

Sincerely,

LAEL DIEHM

Lael Diehm
2555 Hwy 93 W
Whitefish MT 59937

RECEIVED
MAY 09 1994
Carter Burgess
Denver Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

553 Antelope Trail
Whitefish, MT.
59937

RECEIVED
APR 28 1994
Carter Burgess
Denver Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

R. B.
2602 S 7th West
Msla MT 59801

RECEIVED
MAY 02 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Brenda King
Missoula, Mt.

RECEIVED
MAY 02 1994

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Carol Junkert
2828 S 7th W.
Missoula, MT 59801

RECEIVED
MAY 02 1994
Carter Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Deborah Hopkins
3646 Eaton
Mso, MT 59801

RECEIVED
MAY 02 1994
Carter Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Verbing Attlock
18 Panorama Dr
Kalispell, MT 59901

RECEIVED
MAY 02 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Vernon T. Shillen
344 Ponderosa St.
Kalispell MT. 59901

RECEIVED
MAY 02 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Darlene Childers
344 Henderson St
Kalispell, MT 59901

RECEIVED
MAY 02 1994
Carter-Burg
Denver Col

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Betty R. Fairchild
Betty R. Fairchild
120 Derns Rd Kalispell

RECEIVED
APR 29 1994
Carter-Burgess
Denver Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Mr. Burgess,

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Thank-you for this opportunity to register my opinion.

Sincerely, Michael W. Fairchild

Michael W. Fairchild
1122 Whitefish Stage Road
Kalispell, MT 59901

RECEIVED
APR 29 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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Thank-you for this opportunity to register my opinion.

Sincerely,

Gerald M. Hayes

RECEIVED
APR 28 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

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I would like to register my support for a 4-lane, median divided highway on U.S. Highway 93 through the Flathead Valley between Somers and Whitefish, Montana, including the entrances to those 2 cities. I agree that the special design concepts, especially those that accomodate bicycles, should be built.

With the ongoing, and expected, human population growth in the Flathead Valley, a divided highway would be an important management tool to control rampant, blightful strip development. A landscaped, median divided highway is consistent with the collected wishes of the valley's citizens, as expressed through the current Cooperative Planning Coalition's efforts, to maintain an aesthetically attractive environment.

The restructuring of Highway 93 is a one-time public works opportunity that will establish the trend for future developments in the Flathead Valley, be it a future sensitive, respectful, and worthy of the inherent beauty of our Valley or a blatent expression of the collective greed and apathy of a community that killed the goose that laid the golden egg for selfish, short-term gain. The 15% increase in the cost of the project, as projected in the Environmental Impact Statement for a median divided highway, is a paltry sum when amortized over the life of the highway, which could indeed be centuries. This is a pitance to pay for both the tangible and intangible benefits to be realized with a thoughtful highway design.

Thank-you for this opportunity to register my opinion

Sincerely,

Laurena Hayes

RECEIVED
APR 28 1994
Carter-Burgess
Denver Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Mr. Burgess,

I would like to register my support for a 4-lane, median divided highway on U.S. Highway 93 through the Flathead Valley between Somers and Whitefish, Montana, including the entrances to those 2 cities. I agree that the special design concepts, especially those that accomodate bicycles, should be built.

With the ongoing, and expected, human population growth in the Flathead Valley, a divided highway would be an important management tool to control rampant, blightful strip development. A landscaped, median divided highway is consistent with the collected wishes of the valley's citizens, as expressed through the current Cooperative Planning Coalition's efforts, to maintain an aesthetically attractive environment.

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Thank-you for this opportunity to register my opinion.

Sincerely,

Karen E. Black
P.O. Box 1675
Columbia Falls, MT 59912

RECEIVED
MAY 16 1994
Carter Burgess
Denver Colorado

GINA MCAFEE
CARTER & BURGESS
216 16TH ST. SUITE 1700
DENVER, CO. 80202

4/1/94

RE: COMMENTS ON U.S. 93 DESIGN-SOMERS TO WHITEFISH.

MY HOME IS ON U.S. 93 SOUTH OF WHITEFISH ON THE WEST SIDE OF THE HIGHWAY. IT WAS EXCITING WHEN THE INFORMATION WAS RELEASED TO BUILD A 5 LANE HIGHWAY FROM SOMERS TO WHITEFISH. THESE HOPES WERE SHATTERED WHEN A HAND FULL OF PEOPLE, MOST OF WHOM ARE IMPLANTS FROM OUT OF STATE, AND PROBABLY NEVER HAVE TO USE THE ROAD ON A REGULAR BASIS OR NEVER HAVE TO EGRESS OR EXIT IN OPEN AREAS. TO THESE MINORITIES, THE PRACTICALITY AND COMMON SENSE IN HIGHWAY DESIGN IS DISCARDED. IF A VOTE WAS TAKEN, IT WOULD SHOW THAT 95% OF THE PEOPLE WOULD HAVE APPROVED THE ORIGINAL 5 LANE. WE WOULD NOW BE USING AND ENJOYING THE ROAD. INSTEAD, WE ARE FIGHTING THE TRAFFIC, READING ABOUT ALL THE ACCIDENTS AND LOSS OF LIVES, AND BECOMING A RESENTFUL COMMUNITY BECAUSE OF THE LACK OF IMPROVEMENTS TO OUR VALLEY TRAVEL.

THE MEDIAN DESIGN WOULD BE UNACCEPTABLE FOR ANYONE LIVING ALONG THE ROAD AND HAD TO TRAVEL IN THE OPPOSITE DIRECTION TO REACH A TURN AROUND. THIS DESIGN IS FOR OPEN COUNTRY WITH NO RESIDENCES THAT NEED TO ACCESS THE ROADWAY. THE MEDIAN WOULD ALSO RESULT IN MORE ACCIDENTS DUE TO CARS AND TRUCKS TRYING TO CHANGE DIRECTION AT THE TURN AROUNDS.

THOSE WHO WANT BEAUTY INSTEAD OF COMMON SENSE PRACTICALITY, NEED TO USE THE SECONDARY ROADS. THE GRASS WAYS WOULD REQUIRE MORE MAINTENANCE, PROVIDE FEED FOR DEER, AND CAUSE MORE ROLL OVER ACCIDENTS FROM THE LEFT LANE.

IF A VOTE WAS TAKEN, THE RESULTS WOULD BE A 90% EXCEPTENCE FOR THE 5 LANE AS ORIGINALLY PREPOSED. IT WILL BE BUILT SOONER, COST LESS MONEY, DISPLACE LESS LAND AND PROPERTY, AND IN MY OPINION BE A SAFER DESIGN.

PLEASE PUT ON RECORD MY STRONG FAVOR OF THE 5 LANE DESIGN, AND MY STRONG DISAGREEMENT FOR THE MEDIAN PREPOSAL.

SINCERELY,

Don Heppner

DON AND JUDY HEPPNER
HWY 93 SOUTH RESIDENT
WHITEFISH, MT.

RECEIVED
APR 07 1994
Carter-Burgess
Denver, Colorado

April 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Mr. Burgess,

I would like to register my support for a 4-lane, median divided highway on U.S. Highway 93 through the Flathead Valley between Somers and Whitefish, Montana, including the entrances to those 2 cities. I agree that the special design concepts, especially those that accomodate bicycles, should be built.

With the ongoing, and expected, human population growth in the Flathead Valley, a divided highway would be an important management tool to control rampant, blightful strip development. A landscaped, median divided highway is consistent with the collected wishes of the valley's citizens, as expressed through the current Cooperative Planning Coalition's efforts, to maintain an aesthetically attractive environment.

The restructuring of Highway 93 is a one-time public works opportunity that will establish the trend for future developments in the Flathead Valley, be it a future sensitive, respectful, and worthy of the inherent beauty of our Valley or a blatent expression of the collective greed and apathy of a community that killed the goose that laid the golden egg for selfish, short-term gain. The 15% increase in the cost of the project, as projected in the Environmental Impact Statement for a median divided highway, is a paltry sum when amortized over the life of the highway, which could indeed be centuries. This is a pitance to pay for both the tangible and intangible benefits to be realized with a thoughtful highway design.

Thank-you for this opportunity to register my opinion.

Sincerely,

Brian A. Wood
P.O. Box 4386
Whitefish, Mt. 59937

RECEIVED
MAY 06 1994
Carter-Burgess
Denver Colorado

WESTERN STATES INSURANCE
255 Ridge Street · P.O. Box 160
Bigfork, Montana 59911
406/837-5281
Fax 406/837-3540

April 1, 1994

Gina McAfee
Carter & Burgess
216 - 16th St. Suite 1700
Denver, CO 80202

Re: Somers to Whitefish West
Draft EIS

Dear Gina:

I have attended two of the public hearings on this matter and read your draft EIS. I am also a member of the Kalispell Area Transportation Committee and have been in attendence on several occasions when you and others from CRSS and C & B have addressed the committee.

Thank you for your work thus far on the project.

I am not writing to offer any solutions as I am not "qualified" to do so. I do have concerns regarding the related impacts. My primary interest in the projects is what end results in the rural areas along the corridor for the segments you have described as:

1) Somers to Kalispell

2) Kalispell to Whitefish

I am chiefly concerned with your L.O.S. issues of safety, land use, and visual.

I would like to see as a final product what you have described as the A (combo); that is

1) use the A median (depressed) where practical

2) use the A turn lane where practical

Which ever is chosen and where should coincide with the master plan which is currently under study by C.P.C.

Very truly yours,

John Agnew

RECEIVED
APR 04 1994

Comment received April 1, 1994
From Bill Horf
2585 Dillon Rd.
862-3117

Make it a turn lane highway (5 lane) highway.

April 5, 1994

David Shaner
Clayartist
7135 Montana 35
Bigfork, MT 59911-6114
406/837-4388
Ms. Gina McAfee:

As a long time Flathead Valley resident I am writing to urge adoption of a scenic four-lane highway with median for Highway 93 between Somers and Whitefish, Montana. I firmly believe it is worth the extra cost to preserve the beauty of this area and thus control growth in an aesthetic way.

Thank you.

Note from Jim & Linda Babiak
Box 1987
Whitefish, MT 59937

April 7, 1994

Dear Ms. McAfee:

Just wanted to let you know that we support the A(MEDIAN) design for Highway 93 and also we favor the special design concepts. For Whitefish we prefer the one-way couplet using Baker and Spokane with the 7th Street bridge. Thanks for a great job.

Letter from Tom Edwards
April 7, 1994

I am in favor of the divided highway concept. Long term I know this will work best and look as the vision we want to project for our town. Let's do it right!

Thank you,

Tom Edwards
2060 E. Edgewood
Whitefish, Montana 59937

Western Building Center
6130 Highway 93 South
Whitefish, Montana 59937

April 7, 1994

To whom it may concern,

I am writing to voice my support for a divided Highway 93 with a center median.

Having grown up in the Flathead Valley and worked in the tourist industry I know that the rural and wilderness character of the valley is what attracts people to it. Anything we can do to preserve that character and regulate development is a positive thing no matter what the cost.

A divided highway with a median and all of the special options outlined in the plan will help keep the Flathead the kind of place that will continue attracting people into the next century.

Please choose the divided highway plan.

Sincerely,

Kristin Zwala

ProvidentFinancial

Investments that hold your interest.

7-22

April 8, 1994

Carter Burgess
216-16th Street Mall, Suite 1700
Denver, CO 80202

Re: Highway 93 Somers to Whitefish, Montana

To Whom It May Concern,

I have read with pleasure your final report on the above highway project, and congratulate you on the professional nature of the report.

As a resident, just off Hwy 93 in Whitefish and with my office in Kalispell, I use the roadway at least twice a day. I strongly urge a recommendation of a divided highway for as much of the system from Somers to Whitefish, aa possible. I would also like to have as many "special design concepts" included in the final plan.

I look forward to perhaps one day driving on the new highway which will be safer and less congested.

Sincerely,

Bob Rocchi,
President

301 1st Ave. E.
P.O. Box 2900

Kalispell, Montana
59903

Tel: 406/756-1000
Fax: 406/756-1005

April 8, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Mr. Burgess:

I am writing to voice my support in favor of a four-lane highway divided by a median. I live in Whitefish and work in Kalispell and drive highway 93 every day - rain, snow, sleet or ice. I have witnessed numerous accidents and think the five lane design would not have avoided any of these. The four-lane design would definitely be safer and much more pleasant to drive.

I have lived in this valley for over 12 years and feel it is a very special place to be and certainly deserving of any added expense a four-lane highway might bring.

I hope you will be responsive to the caring people who take the time to let you know of their concerns for a better, safer highway design for this area of northwest Montana.

Sincerely,

Leslie J. Rogers

Leslie J. Rogers
2060 Houston Drive
Whitefish, MT 59937

(406) 862-3236

RECEIVED
APR 11 1994
Carter Burgess
Denver, Colorado

April 8, 1994

Gina McAfee
Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

RE: Highway 93 DEIS

Dear Gina:

I would like to reiterate :

1. I am in favor of a divided highway with a median, including all the entrances to the cities in the valley.

2. I want to see all the special design concepts included.

3. It has been proven that a divided highway is safer than a 5-lane.

4. As a lifelong resident of the Flathead Valley, I want to see as much of the aesthetic quality of our beautiful area preserved as possible.

5. This would be a long-term solution. The initial cost may be more, but the long-term effects will be well worth the cost.

After traveling extensively in the New England states and North and South Carolina in the past few months, I am surprised that a 5-lane design is even being considered for Highway 93. Divided highways are the preferred designs everywhere. Let's get this approved and build that highway!

Very best regards,

Jeanne

Jeanne Tallman
965 Packrat Lane
Whitefish, MT 59937

RECEIVED
APR 18 1994
Carter Burgess
Denver, Colorado

Letter from Karen C. Zwisler
April 8, 1994

To Whom It May Concern:

I am writing with comments concerning the proposed Highway 93 construction plan. I have lived in Whitefish for 14 years and drive Highway 93 daily to work in Kalispell. It is very important to me to see this construction of 93 done with a divided highway and a median from Somers to Whitefish. I moved to western Montana 20 years ago because of the beauty of this place and the recreational opportunities. Aesthetically it is more pleasing to me to see a divided highway with a grass strip in between instead of one wide slab of asphalt.

Let's build a highway that is going to be suitable for the long run not just the next 10 years. A 5 lane is not looking to the future growth of this valley. A divided highway with controlled access will prevent this stretch of road from turning into one long commercial strip. The Flathead Valley is not the place for one more strip.

I would appreciate you taking these factors into consideration when you make your final decision.

Thanks.

Karen C. Zwisler

som0415m.2gm

7-24

Montana State Senate

SENATOR BOB BROWN
HELENA ADDRESS:
CAPITOL STATION
HELENA, MONTANA 59620
PHONE: (406) 444-4650
HOME ADDRESS:
333 COUGAR TRAIL
WHITEFISH, MONTANA 59937

The Big Sky Country
Dean of the Senate

COMMITTEES
JUDICIARY
TAXATION
EDUCATION

Whitefish, Montana
April 8, 1994

Carter Burgess
216, 16th Street Mall
Suite 1700
Denver, Colorado 80202

Dear Folks,

Thank you for the opportunity to ahare my in-put with you regarding the design for Highway 93. I am most familiar with the highway from Kalispell north to Whitefiah, and so will focus my commenta on that segment.

The Flathead Valley is growing and the growth trend is likely to continue and probably to accelerate. A five-lane design, with little or no control on access, will inevitably result in strip development and a gauntlet of traffic lights between Kalispell and Whitefish. A divided highway design, based on the interstate highway model, would avoid the commercial strip, and so better facilitate the efficient flow of traffic -- particularly in the long term. It is better to implement a far-sighted design now, than to have to redesign the highway, or construt a by-pass, at great cost and disruption in the future.

Specifically, I would begin the divided highway in the vicinity of the Stillwater River Bridge north of Kaliapell and continue it to about the turn-off to the county land-fill six miles or so south of Whitefish. Perhaps a divider could be built down the center of the highway form the land-fill to the Highway 40 intersection. The five lane design would be acceptable to me from Kalispell to the bridge, and from Highway 40 into Whitefish -- perhaps even from the land-fill into Whitefish. But we ahould certainly preserve the rural character and avoid the commercial strip between the bridge and the dump.

Sincerely,

Bob Brown

Bob Brown

APR 13 1994

Carter Burgeaa
216 16th Street Mall
Suite 1700
Denver, CO 80202

4-8-94

Dear Mr. Burgess:

I write to lend my voice to others in favor of preserving the rural character of the corridor along U.S. Highway 93 between Somers and Whitefish Montana.

It is essential that we receive a divided highway with a "green belt" median atrip. It is essential that we include all the special design concepts in the proposal. It is essential that we receive a design that will PREVENT strip development along the highway. Intersections must be well spaced to prevent random pullout to roadside glut. I alao favor roadside vegetative screening and a complete ban on any roadside bulletin boards and advertisement/commercial signs.

In short, this is a crucial highway to preserve. Locals want this done right. We don't want what every other community has in the way of hurried expressways that can be seen anywhere USA.

Thanka for the opportunity comment.

Gratefully,

Michael J. Ober

Michael J. Ober

54 Buffalo Hill Drive
Kalispell, MT 59901

APR 13 1994

Letter from Carl E. Wetzler
April 11, 1994

Dear Ms. McAfee:

I'm writing to voice my support for the divided Highway 93 with median concept. I believe it to be the most aesthetic and safe alternative and will help our beautiful valley here into the 21st century. Having been a resident of the Flathead Valley for 17 years (and hoping to be for many more years) I truly want the beauty of our scenery here preserved. We're changing quickly and the quality of our lives here is being impacted in many ways. The median alternative, I believe, will lessen the impact.

Sincerely,

CEW

som0415m.2gm

Somers to Whitefish Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

As a mother of 2 young boys and a person who walks for exercise quite often I would like to see a pedestrian trail rather than a wide shoulder on highway 93. Since there are no sidewalks in this area I believe keeping pedestrians as far from the traffic as possible increases pedestrian safety. This highway is notorious for people passing and inspite of the eventual 4 lanes we are to be getting motorists will continue to use the shoulders to go around, pass or whatever. Therefore, I believe a pedestrian trail would be much safer than a wide shoulder.

Name Vangie Wolfe

Address P.O. Box 2045, WF, MT

Phone

(above information is optional)

Somers to Whitefish Environmental Impact Statement

7-26

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

I strongly support the Alternative "A" Median highway for U.S 93. It is a very treacherous stretch of road, which is only going to be busier as the population increases. With a median, either concrete or divided, there is a much less chance of being hit head-on - a very expensive and life-threatening situation.

Please - let us divide the lanes - even if it could save one life - it would be worth it.

Thank You.
Mary A. Sands

Name Mary A. SANDS
Address 978 Colorado, Apt. A (P.O. Box 4207)
Phone Whitefish 862-6465

(above information is optional)

915 Dakota
Whitefish, Montana 59937
April 11, 1994

Carter Burgess
216 16th St. Mall
Denver, Co. 80202

Dear Carter Burgess,

I am writing in support of the scenic divided highway option with the median for Highway 93. this is a much safer alternative than the 5 lane option and would be more effective in protecting the scenic attributes of Flathead Valley

In addition, I would like to see all the special design concepts included. It is especially important to provide bike and pedestrian pathways to promote alternatives to motor vehicle use.

We need to preserve and enhance the character of Flathead Valley and halt strip development. Highway 93 must be built right because we will not have the opportunity to go through this process again.

Sincerely,
Jan B. Metzmaker

RECEIVED
APR 14 1994
Carter Burgess
Denver Colorado

April 11, 1994

Gina McAfee
Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Gina,

First of all I want to say that you and Carter Burgess have done an outstanding job of presenting the facts and getting input from the citizens of Flathead County. I felt that what I had to say was really listened to and considered and that my questions were answered thoroughly.

I am very much in favor of the 4 lane design with median because it is safer, it will discourage strip development and it is more aesthetically pleasing. I am also for the special design concepts including gateways to Kalispell and Whitefish, the scenic overlook, the tourist information center, and split alignments in the two locations selected. It bothers me a great deal that we have only one approach to Kalispell that is not ruined with strip development and many too many billboards. The 4 lane/median design is critical to maintain the northern approach to Kalispell and to preserve the beautiful countryside as we drive on highway 93, especially between Kalispell and Whitefish. The impact of the highway design will be with us forever. Even though the median alternative is more costly to build, I feel it will prove to be the safest, sanest, and certainly the most aesthetically pleasing not only for the near future but in the long run also.

Sincerely,

B J. Cardoth
375 Springcreek Dr
Kalispell, MT 59901

RECEIVED
APR 14 1994
Carter-Burgess
Denver, Colorado

230 Missy Lane
Whitefish, MT 59937
12 April, 1994

Carter-Burgess
216 16th St. Mall
Suite 1700
Denver, CO 80202

Dear Sirs,

I am writing to urge you to choose a divided four-lane highway both for the approach to the city of Whitefish and for as large a portion as possible of U.S. Highway 93 elsewhere in the Flathead Valley. Whitefish is my home. It faces poorly controlled, sprawling growth, and I have no doubt but that an undivided highway will spur strip development throughout the area. Beyond that, an undivided highway is less safe. It is also less pleasing to the eye, and that counts for a great deal in this lovely area.

I for one have no wish to save a few dollars now, only to bequeath a more crowded, unsightly, mall and subdivision-lined transportation corridor to my children. Everyone thinks his or her town is special, but surely you realize that this town of Whitefish, at the foot of the Whitefish Range, and this valley, bordered by the Swan Mountains, the Bob Marshall Wilderness, and Glacier National Park, are truly and uniquely beautiful. How can anyone want to do anything that would risk turning them into Anywhere, U.S.A.?

It is time that we for once go beyond mere efficiency and measure progress in its larger sense, giving the highest consideration to the special qualities of life here. Please recognize that the majority of people in the valley moved here for those qualities and wish to preserve them. We want a divided, landscaped, four-lane highway, and we want to have a continuing voice in the future of our hometown. I thank you for all the efforts you are making to consider local desires, and I appreciate your willingness to consider alternatives to the usual highway schemes, which always seem to remove the character of communities rather than enhance them.

Sincerely,

Douglas H. Chadwick

RECEIVED
APR 18 1994
Carter-Burgess
Denver, Colorado

RE/MAX Above the Crowd!®

each office independently owned and operated

April 12, 1994

Carter Burges
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Mr. Burges:

There's nothing I can think of to say in this letter that hasn't been said before, and better, by others. But I still want to add one more vote in favor of a divided highway 93 south of Whitefish.

The March 13th editorial published in the Missoulian expresses some of my thoughts. My main wish is for the road to add to the visual beauty and orderly development of the valley. My other concern is safety. I know you've driven through Whitefish and watched how drivers use the 3 lane highway we have. It's disorderly and dangerous to have people coming into the highway from wherever they are. People dart across one lane of traffic and duck into the middle lane so they can ease themselves into traffic across the road, others are pulling into the lane to turn left, sometimes long before the need too, and it's utter chaos.

I think everyone appreciates all the time and effort that's gone into this project, and it's going to be interesting to see how it develops. I just hope it turns out to be beautiful and safe.

Sincerely,

RE/MAX of Whitefish

Suzanne Royer

RECEIVED

APR 14 1994

RE/MAX of whitefish
sixth and spokane
whitefish, montana 59937
phone: (406) 862-3577
fax: (406) 862-0383

RE/MAX Above the Crowd!®

each office independently owned and operated

April 12, 1994

Carter Burges
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Mr. Burges:

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I think everyone appreciates all the time and effort that's gone into this project, and it's going to be interesting to see how it develops. I just hope it turns out to be beautiful and safe.

Sincerely,

RE/MAX of Whitefish

Suzanne Royer

RECEIVED

APR 18 1994

RE/MAX of whitefish
sixth and spokane
whitefish, montana 59937
phone: (406) 862-3577
fax: (406) 862-0383

KIM D. SANDS
P.O. BOX 1285
WHITEFISH, MT 59937

April 12, 1994

Ms. Gina McAfee
Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

RE: Public Comment for Highway 93 Draft EIS.

Dear Ms. McAfee:

The Flathead Valley is experiencing rapid change. Highway 93 is the chief route for transportation through the valley. It is of central importance in determining the direction of future development, as well as being key to citizens and visitors safety and mobility.

I am in favor of the divided highway concept, including the special design concepts as presented at the public meetings. I feel the divided highway design should continue into the entrances of the cities.

A four lane divided highway with median will provide citizens and visitors to the Flathead Valley with the greatest level of safety while preserving the visual quality of this special place. By limiting access it will promote more clustered development, following in line with local development goals.

As work proceeds in developing a new Master Plan for Flathead County there is a vital need for vision. Without vision we will find ourselves continually dealing with problems after they arise. The Highway 93 project provides us with an opportunity to anticipate and DO IT RIGHT THE FIRST TIME.

Sincerely,

Kim D. Sands

Kim D. Sands

RECEIVED
APR 15 1994
Carter-Burgess
Denver, Colorado

Law Office of
AMBROSE G. MEASURE
33 Second Street East
Kalispell, Montana 59901

Ambrose G. Measure
Bruce A. Measure
Attorneys at Law

Mailing Address:
P.O. Box 918
Kalispell, MT 59903
Phone: (406) 752-6373
FAX: (406) 752-7168

April 12, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

RE: Highway 93 Design Review

Dear Sirs:

I greatly appreciate the effort you folks went to in conducting the hearings. I followed it as closely as I could and would urge the Montana Highway Department and all others involved to build:

A fully divided highway with a median from Somers to Whitefish, including the entry and exit to Kalispell and the Whitefish City entry, to include all 11 design concepts proposed, and to include separated bike paths between Somers and Whitefish.

The Highway 93 Corridor is certainly a regional and perhaps a national treasure and in order to preserve the valley character, we must build a highway that will serve our future needs and not need to be redesigned in a few years. Thank you.

Sincerely,

Bruce A. Measure

BAM:af

RECEIVED
APR 15 1994
Carter-Burgess
Denver, Colorado

Note from Bebe Kazar
April 12, 1994

I'm passing on a quote I feel pertains to the work you've done for the study of Hwy 93 DEIS. Considering the international award given the "Trails of the Great Bear," the judges said "benefits of thorough planning with the balance between business and environmental considerations are essential to success." I hope that's the value chosen for the final EIS. Prefer divided highway with median.

Sincerely,

Bebe Kazar

Letter from Edith S. Wilson
933 4th Avenue East
Kalispell, Montana 59903

April 13, 1994

Dear Sirs:

As I have lived in the Flathead Valley for thirty-four years and have used Highway 93 for all of those years, I would like to express my preference for a 4 lane divided highway when Highway 93 is changed. I feel that with the increasing population of this Valley, the divided highway would be safer and allow a faster, smoother flow of traffic.

Yours truly,

Edith S. Wilson

4/13/94

94 APR 18 A10:11

Federal Highway Adm
301 S Park Rm 448
Drawer 10056
Helena, Mt 59626-0056

Sirs:

I'd like to make a comment about the design of the highway from Sommers to Whitefish.

I have attended some of the meetings and came away quite dissatisfied with the responses I received from the consulting not feel that they took into account what the traffac pattern will be in say 2030. Because they threw out the Spring Creek route as probably not having enough use. I feel that the Mt Highway dept did a good job in the design of the road from Sommers to Whitefish as 5 lanes with turning lanes, that that would be the way to go. The consultant continuously tried to say that Washington abandonded these as unsafe. But fellows we aren't Washington. Ithink that to be practical their design was right. Lets get a road built.

We have the right of way thats necessary to build a 5 laner with turnouts. A Median in the center will require more R of W. I have a friend who willingly gave the right of Way, but he said if they want more for a fancy Median it will be by condemnation only. This probably will be the general attitude.

Recap build it like the dept origionally designed it.

Bernard W. Alt
97 Northern Lgts Blvd
Kalispell, Mt 59901

Midway Rental

equipment rental

PHONE 862-7665 • 6194 HIGHWAY 93 SOUTH • WHITEFISH, MONTANA 59937

MISSOULA

RECEIVED
APR 18 1994
MONTANA DEPARTMENT OF TRANSPORTATION
KALISPELL, MONTANA

April 14, 1994

Mr. Jim Weaver
Montana State Highway Dept.
5th Avenue EN & Montana
Kalispell, MT 59901

Gentlemen,

Trying to get to the various meetings to comment on the Highway 93 project is about a full time job.

Being as brief as possible in as strong a language as possible I would like to offer my input.

We at Midway Rental think a divided highway or a meridian would be an impossible situation, not to mention more dangerous. The section of Highway 93 I am talking about ie from Highway 40 junction into Whitefish. We would like to see the 5 lane design with some landscaping as originally proposed. This seems to be the design of choice in any number of towns around the country that are every bit as impacted by aesthetics and tourism as Whitefish.

Please don't let the vocal minority bully your decision.

Thank you for your time and consideration.

Sincerely,

Allan H. Burken

Allan H. Burken

AHB/cb

April 14, 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

To Whom It May Concern:

I am writing with regard to the decision on how best to upgrade Highway 93 from Somers, Montana, to Whitefish, Montana.

As a third generation native of the Flathead Valley, I have seen for 48 years, and in particular the last 20, how uncontrolled growth and rapid development have destroyed the pristine beauty and quality of life in this area. Small slip-shod fly-by-night businesses have cropped up along our highways and some of most scenic corridors to tap the growing tourist trade. This is especially apparent along Highway #2 from Columbia Falls to West Glacier--the scenic corridor to Glacier Park, littered with 1001 shanties that purport to be commercial enterprises, there one day gone the next and replaced with another.

I feel Highway 93 should be reconstructed to limit the ease of access. I strongly urge you to support a divided highway with a median all the way from Somers to Whitefish, including city entries and exits--to include all 11 special design concepts. I believe that to spend the millions required for highway reconstruction--the job should be done as a long-term solution, rather than a short-term fix. A divided highway with a median is the only long term solution that addresses the most pressing current and future problems of our community.

I urge you to recommend a divided highway with median and all 11 special design concepts. Thank you for your consideration.

Susanne M. O'Connor

Susanne M. O'Connor
845 7th Avenue East
Kalispell, Mt. 59901

RECEIVED
APR 18 1994
Carter Burgess
Denver, Colorado

April 14, 1994

RECEIVED
APR 18 1994
Carter-Burgess
Denver Colorado

Gina McAfee
Carter & Burgess, Inc.
216 16th Street
Suite 1700
Denver, CO 80202

Dear Gina McAfee:

We wish to take this opportunity to express our comments regarding the proposed US 93 Draft Environmental Impact Statement. Specifically, we are involved with the West side Bypass proposal that circles Kalispell and passes through land owned by Charles H. and Wynona M. O'Neil as Trustees and Montana Forest Products.

The latest alignment that has been proposed seems to be satisfactory as it passes to the East side of the large tract of land owned by the O'Neils and does not cut their parcel into two separate pieces. As the proposed alignment continues through Montana Forest Products, we feel your current placement of the bypass is somewhat well planned. Because of the heavy industrial zone designation of Montana Forest Products, we will require the proposed feeder roads as you have them shown. These feeder roads will come off the roadway in two directions (East and West) to access Montana Forest Products' property on both sides of the bypass. These feeder roads should enable truck traffic to turn off either to the East or West whether they are approaching from the North or South. Truck traffic should also be able to enter the bypass roadway from our industrial site and continue their route either to the North or South.

Mr. Richard Hain and Mr. Joe Hart visited our mill site in March, 1994. We appreciated the effort they made to view our property on the ground. We discussed several ideas regarding the proposed alignment including moving the roadway further to the East, closer to the RR tracks as it passed through the mill site. As it stands, we feel that this would not be as beneficial to the Montana Forest Products' mill site as having useable land on either side of the roadway as truck traffic exits and enters either direction. As we discussed with Richard and Joe, there are a variety of options available for the alignment of the bypass through Montana Forest Products. We want to continue to have input as this project progresses on our property.

At the public hearing/open house at Cavanaugh's on March 22nd, we noticed our mill site labeled on the aerial photographs as a hazardous waste site. We feel this is unfair labeling for private property owners when there is no proof given for this designation. Your explanation was that since the land had been used as an industrial site, there was a potential for hazardous waste. In the future, we feel that to be fair to landowners, property should not be labeled as hazardous waste sites if there is only a possibility for this to be the case.

Again, thank you for the time taken to actually come on the ground to view our land. We remain open to suggestions in order to reach a conclusion to the US 93 Westside bypass DEIS.

Very truly yours,

Charlene M. O'Neil

Charlene M. O'Neil for
Montana Forest Products Limited Partnership and
Charles H. and Wynona M. O'Neil as Trustees
P.O. Box 7038
Kalispell, MT 59904-0038
406-755-6432

cc: Richard W. Hain, P.E. Carter & Burgess
Federal Highway Administration, Helena, MT
Advisory Committee c/o Mike Stocklin
Joe Hart Carter & Burgess

The Light House
3575 HIGHWAY 93 NORTH
KALISPELL, MONTANA 59901

4/15/94

To Whom it May Concern

As a property owner and a business owner on Hwy. 93 North, I would like to express my strong concern about placing a median from Stillwater Bridge to KM Ranch Road.

There are a number of serious reasons to warrant reconsideration of this proposal. I will voice just a few:

Safety: U-turning on a highway where vehicles are traveling 55 mph (or more!) is risky. Maintance of any landscaping between two lanes of 55 mph (or more!) traffic is unsafe.

Cost: It is more costly to put in a median (and then remove it once it is determined that it causes more accidents!). It is also very costly to adequately maintain the median strip.

Maintance: Do you remember what the median strips in Evergreen have looked like more often than not? Whenever funding gets tight that type of maintance is the first to go.

Difficult access: Those of us affected by the median strip will suffer loss of business and deflation of our property values.

I frequently travel US. 2 between Kalispell and the north valley and feel the five lane highway there is safer, more functional and there is nothing aesthetically unpleasing to that highway. (except the awful billboards!)

The people who live and own property on this highway need to be heard and considered.

Sincerely,
Carol E. Fitzpatrick

7-33

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

although not fully educated to all the concepts alternatives special features etc. involved in the Hwy 93 project, I know that safety is number one & enhancement of the beauty of the valley NOT detraction from it is what is important here. therefore I put in my strong support for a divided highway with landscaped median & all the special design concepts included. This includes all the city entrances in the valley. I believe that separating traffic flows will make 93 a much safer place to drive as there are so many head on collisions especially between Kalispell & Whitefish & my dear wife drives that section often.

thank you

Name Tom Meagher

Address 2015 E. Lakeshore Dr #10 Whitefish, MT. 59937

Phone

(above information is optional)

RECEIVED
APR 15 1994
Carter Burgess
Denver Colorado

April 15, 1994

To: Mike Stocklin

From: Jim Browne

Mike, Highway 93 extends from Mexico to Alaska, not one mile is divided.

Zoning along highway 93 was to retain a scenic route, to create a 70 mph speedway is counter to the zoning intent.

According to Mr. Jim Weaver funding for improved Hwy 93 in Flathead County will not be available for 30 years.

Where does the Advisory Committee hope to secure funds to build a divided highway?

Jim Browne

April 16, 1994

Carter Burgess
216 16th St. Mall,
Suite 1700
Denver, Co. 80202

Dear personel.

I very much favor a divided highway with a median for Highway 93 S & N. Safety is of utmost importance; then strip development makes our beautiful valley look like down town Chicago, which will happen with a five-lane.

I appreciate your diligence & hard work on this matter.

Sincerely,

Dianne Grove
586 Hidden Valley
Whitefish, Mt. 59937

RECEIVED
APR 20 1994
Carter-Burgess
Denver Colorado

April 16, 1994

Gina McAfee
Carter & Burgess
216 16th Street - Suite 1700
Denver, CO 80202

Re: U.S. Highway 93 South of Whitefish

As a resident on the portion of U.S. Highway 93 South between Highway 40 and Happy Valley, I am writing to express our concern over a divided highway with a median in this area. We own a small business, which we operate from a small shop on our property. We are against a divided highway for this portion of the road. There are many small businesses that are home-based in this area with many driveways leading out onto the highway. We feel the impact of a divided highway would be extremely detrimental to these businesses, since people would be required to drive several miles out of their way just to turn into many of these businesses.

With two teenagers in high school sports and various other activities, we drive the highway at least five or six times a day. We will be required to go up to Happy Valley and make a U-turn, which will add at least 25 to 30 miles a day just to get back home from Whitefish. We feel it is quite dangerous to have people making U-turns while traffic is coming toward you at 55 MPH. Winter conditions will make this even worse.

As a taxpayer, we understand a divided highway will cost about $3 million more than a five lane. We object to our tax dollars being used for a project that would cause much hardship for those who actually live on this stretch of highway.

Sincerely,

Joseph & Deborah Forthofer
5535 Highway 93 South
Whitefish, MT 59937

RECEIVED
APR 20 1994
Carter-Burgess
Denver Colorado

45 E. Wyoming Street
Kalispell, Montana 59901
April 17, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, Colorado 80202

Dear Carter Burgess:

I have lived in the Flathead since 1959. There have been many changes and the change happening now is overwhelming. Because of the rapid interest in our area, I urge you to adopt a highway design that is aesthetically conscious and also safety minded. I favor the divided highway with trees or a meridian like the highway north of Seattle. This would preserve the beauty of the area and also eliminate head on collisions.

I thought the recent proposal in the local newspaper sounded pretty reasonable. I abhor strip development like we see already. The more we can confine that, the better. The idea of funneling all traffic into the intersection at 93 and 2 is archaic (100 years old). Let's have some by-passes for the commercial trucks and commuters.

I lived in Honolulu for two years. Someone with foresight prevented tall billboards as a way of attracting businesses. Although this isn't exactly your issue, what I'm getting at is that people find businesses without having them right along a highway and without big ugly tall signs.

I am so glad that the first proposal by the highway commission was reconsidered. Please don't skimp on Highway 93. Our future depends on it!

Sincerely,

Johanna Bangeman

RECEIVED
APR 20 1994
Carter Burgess
Denver, Colorado

Comments from
Signa Schuster
Box 1386
Whitefish, Montana 59937

Received April 18, 1994

Thank you for your efforts.

In favor of a divided highway with a median, including all the entrances to the cities in the valley. Want to see all the special design concepts included if possible. It is important to preserve and enhance the character of the valley. Please consider long-term solution -- never do this again. Please preserve the beauty and current status of our county-country -- it's why we live here. I am definitely against a five-lane plan with center turn lane. I appreciated the editorial in the March 13, 1994 Missoulian entitled "Don't Skip on US 93".

Following are comments in it that I agree with. A four-lane highway divided by an attractive median would be the best design for the new highway, considering its effect on future land use. A five-lane design makes development of land adjacent to the highway easier and more practical, and I do not want this. The presence of a center median will discourage investment in residential, commercial and industrial land uses located in mid-block areas. It is important to preserve agricultural lands and restrict new development along the US 93 corridor. It is important to consider the following statement: "There also is a value that is more difficult to calculate associated with the effects -- good and bad -- the new highway will have on the Flathead Valley in general." Do the job right.

som0418ra.1gm

Somers-Whitefish Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

I am opposed to the five-lane design based primarily on safety issues — I see how, in Whitefish and on Hwy #2, the turning lane is constantly used as a merging lane. A center median would prevent this potential danger, as well as reduce risk of head-on collision. Aesthetics are also a concern for me, making me in favor of a divided highway. I think a compromise of designs, where existing buildings pose a problem, is appropriate.

There seems to be a high rate of accidents between Happy Valley and Hwy. #40, which warrants special consideration of safety.

Name Ann Swanson

Address 215 Antelope Trail, WF

Phone 862-0312

(above Information is optional)

RECEIVED
APR 18 1994
Sargent-Burgess
Denver Colorado

April 18, 1994

Gina McAfee
Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Gina,

I am concerned both about the safety of highway 93, and preserving the beauty of this valley. The four lane divided highway is definitely the best alternative even though it is more costly to build. This is a one time only expense and an opportunity to do the job that will best suit our current and future needs.

In addition I would like to see the special design concepts included, particularly the bike path separate from the highway shoulder.

Sincerely,

Jackie Wildgen
691 Grandview Drive
Kalispell, Montana 59901
phone 406-752-1573

RECEIVED
APR 25 1994
Carter-Burgess
Denver, Colorad

Comment sheet from D. Diquett
1234 6th Avenue West
Columbia Falls, MT 59901

Received April 18, 1994

I strongly support the alternative A(MEDIAN) highway. The reason being safety. I work in an ortho clinic and am always confronted with trauma and the tragedies of faulty highways. If the current plan that a large concrete slab is placed between the highways goes into effect. We are talking about higher death tolls more head on which statistically cause more deaths. Also if it is designed with more space on the side of the road athletes can ride their bikes in safety. I certainly hope you will consider all the aspects of this highway. You're holding lives in your hands. Choose the appropriate highway, lives are at stake.

som0418m.1gm

R.N.T., Ltd. • Trippet's Quality Printing
323 Main Street • Kalispell, MT 59901 • (406) 752-9000

7-38

4/18/94

Mike Stockline
FBIB.

Mike,

as a business owner and a landowner on Hwy 93 North of the the Stillwater bridge. my wife and my self are against the proposed 5 line with frontage roads. The original plan before all the added cost was right, 4 lane plus middle lane for turns and that is the best one.

There will be no need for addition land or moneys.

Please express our concerns to the highway Comm. to make sure our voice is heard and the right choice is made since we have to live with it for the next 50+ years

Thanks
'Asta Trippet

'Asta Bowen

(911 Montello • Hood River, OR 97031 • 503/386-3686)
234 Old Highway 93 South • Somers, MT 59932 • 406/857-3745

Public Comment Re: Highway 93 DEIS, Flathead County, Montana

Carter Burgess
216 16th St. Mall, Suite 1700
Denver, CO 80202

April 18, 1994

Dear Mr. Burgess,

Ten thousand years from now, when future archaeologists excavate the remains of our society, we will be known as the "Car People." In this century, our lives have come to be structured around the automobile: the ways in which we live and work and relate to one another are all shaped, in large part, by the private automobile.

The highways are the arteries by which our social and economic lifeblood flows. In Flathead County, the main vessel is US Highway 93. As a resident of Somers who has worked chiefly in Kalispell, I've logged tens of thousands of miles on that road; I have an interest in the highway, and more importantly, I have an interest in the valley through which it runs.

Please register my opinion in favor of a divided highway with a median extending through city entrances, including all special design concepts.

My chief concerns for the improvement of 93 are safety and aesthetics. An old bumpersticker says it best: "Pray for me: I drive US 93." I cannot count the number of times my life has been threatened by a driver who decides that the double yellow line doesn't apply to him/her. A physical barrier, namely a median, is the only solution to this problem.

The larger issues of ecology and aesthetics, valley-wide, will be influenced by the eventual design of this highway arterial. It is crucial that the road design incorporate the concepts which will encourage healthy, attractive development, and discourage get-rich-quick strip development. The Flathead is an extraordinary place, but it must be given an extraordinary backbone, if it is to fulfill its potential.

Specifically, I am in favor of a design which supports two special considerations:
--designated bike paths
--mass transportation (rail, bus or other)
These may cost extra now, but they will pay incalculable dividends in the future.

Thank you for your attention to these matters.

Sincerely,

'Asta Bowen

RECEIVED
APR 22 1994
Carter Burgess
Denver Colorado

April 19, 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, Co. 80202

Dear Carter Burgess:

First, I think your company has done an excellent job in allowing public involvement in the scoping & comment periods. It was so handy to comment when I voted at the car dealership.

I am in favor of a divided highway with a median, including all the entrances of the cities in the valley. This adds to safety concerns & visual esthetics. Another item I strongly support is a separate bike path. If it is possible have the bike path located off the highway, if not make it clear to vehicle drivers that a bike path is designated.

Thanks for this opportunity to share my views.

Sincerely,

Becky R. Smith-Powell

Becky R. Smith-Powell
135 Wilderness Lane
Whitefish, MT 59937

RECEIVED
APR 21 1994
Carter-Burgess
Denver, Colorado

April 19, 1994

Carter Burgess
216 16th Street Mall Suite 1700
Denver, CO 80202

To Whom It May Concern,

I am writing to comment on the DEIS for US Highway 93 in Northwestern Montana.

Having attended many of the public forums and meetings on this topic; I must first compliment you on what I feel has been a thorough and professional undertaking on your part, of what is certainly a difficult and controversial project.

I am most interested in seeing the divided highway design; with vegetated medians, utilized to the greatest degree possible throughout the project. I feel that this is in the best long term interests of not only of the residents of the Flathead Valley, but of all Americans that would have the opportunity to visit this very special part of our country. The goal of maintaining and possibly enhancing the visual character of the valley is, I feel, attainable with the divided highway design. Certainly given the combination of Summer traffic counts and Winter driving conditions that are common in the Flathead, the importance of constructing the safest highway possible cannot be overstated. Also, as the valley will inescapably continue to expand and evolve; it is imperative that we utilize the divided design to assist in providing a direction for the future growth along the highway 93 corridor.

As a resident of Whitefish, I am interested in seeing the special design concepts utilized at the entrance to not only our city, but at all of the rural/urban interfaces along the length of the project. As an avid cyclist, I am also in favor of establishing a bicycle lane that would be separate from the highway itself. Finally, I would like to state my preference for the one way traffic couplets through Whitefish. Widening the present highway to four lanes through town would be a major mistake with long lasting repercussions. With the addition of both the Seventh Street bridge (which I am marginally in favor of) and the Baker Avenue extension, the disruption of traffic flow (due to the one way streets) through town would be minimal.

Thanks for the opportunity to offer my input on the this critically important project to the future of the Flathead Valley. Please keep me informed on the progress of the EIS.

Sincerely,

Brian Carper

Brian Carper
106 Montana Ave.
Whitefish, Montana 59937

RECEIVED
MAY 23 1994
Carter-Burgess
Denver, Colorado

7-40

April 19, 1994

Carter Burgess
216 16th St. Mall
Suite 1700
Denver, CO 80202

Dear People,

As long-time, long-term residents of Flathead County in Whitefish, we are in favor of a divided highway with a median, including all the entrances to the cities in the valley. We would also like to see all the special design concepts included.

Thank you very much.

Sincerely
Karen Crittenden
Kerry Crittenden
525 W. 9th St.
Box 1723
Whitefish, MT 59937

RECEIVED
APR 21 1994
Carter-Burgess
Denver, Co

April 19, 1994

Memo to: Carter Burgess

Subject: Comment on US93 EIS proposals-Kalispell to Whitefish section

INTRODUCTION

Judy and I operate a small B&B along the Whitefish River and I'm actively involved with the CPC on the County Master Plan Update and am also a member of the Whitefish City/County Planning Board. With all the land-use planning activities and the Highway 93 efforts evolving at the same time we have the opportunity, if not the obligation, to seek out optimum, synergistic results from all these efforts--a once in a lifetime opportunity. My comments will focus from that perspective.

KEY CRITERIA

From my perspective (wearing 3 hats) I believe our evaluation criteria at this point should include:

1. What's right for the long-term future of this valley.
   - Traffic and safety Impact
   - Scenic (visual) impact
   - Importance to the emerging Master Plans in the County and Whitefish
   - Economic Impact

   (PLUS INTERDEPENDENT RELATIONSHIPS AMONG ALL OF THE ABOVE)
2. Consciously excluded is COST--a totally disruptive consideration *at this point in the process.*

Except where noted, I will try to address each of my suggested criteria from Kalispell North to Whitefish as I am somewhat more familiar with that section of the highway.

TRAFFIC AND SAFETY

This addresses the whole effort. I believe these criteria are best served if the recommendation is for a divided highway. I'm convinced that either a 4 lane divided or 5 lane could handle traffic, however there is no comparison from a safety perspective. Judy and I have both experienced near-misses in the center (turn lane) of a 5 lane highway. In fact that has become an annual event. In the winter that lane is most often obscured by show and ice further detracting from safety. I have some difficulty imagining the rationale for a recommendation other than a divided highway for safety and for traffic (ignoring costs, as I am).

RECEIVED
APR 25 1994
Carter-Burgess
Denver, Colorado

This design alternative definitely carries a responsibility to provide good access and turning control as well as safe crossing points for pedestrians. This design also has a direct impact on Scenic Values, Master Plans and Economic Impact which I will discuss with those topics.

SCENIC (VISUAL) IMPACT

Preserving our scenic values and enhancing them wherever possible takes on an important role in all the Valley Master Plans (County, Kalispell, Whitefish, Columbia Falls). A divided highway--particularily with a landscaped median and the special design effects you've suggested--compliments those plans very well. It also indirectly helps to control strip development--definitely a no-no in the emerging plans along 93 between the cities of Kalispell and Whitefish (excepting where it already exists). Even with it 'zoned out', and 'grandfathered in', we need all the help we can get to keep it from spreading.

Scenic values have a definite positive economic value to the community as well.

IMPORTANCE IN THE EMERGING MASTER PLANS IN THE COUNTY AND WHITEFISH

Transportation plans are an important element of these plans and need to compliment the focus on:

-Controlling and directing development --both commercial and residential is important. A divided highway helps us direct and control where we want commercial clusters to occur along the highway--a 5 lane solution doesn't.

-A divided, landscaped highway enhances the visual qualities we're trying to promote and support along our highways--a 5 lane design does nothing or is a negative impact. the County has built a GIS map addressing visual and scenic values as input to that Master Plan effort.

-It addresses traffic volume and safety issues that are a growing concern. I believe a divided highway is better.

ECONOMIC IMPACT

A challenging topic and the answer depends on what economist you ask. I'm convinced that all the people working on the Master Plan efforts would support the view that a divided, landscaped highway will enhance the economic attractiveness of our valley. That group included people from all sectors of the local economy with a thorough knowledge of this area.I am also convinced it will have a direct and positive impact on development activities here. This is one element in a 'Quality of Life' evaluation. In a recent study done by Montana Sate University "quality of Life" was a key decision factor in moving small businesses to Montana. Our Master Plans are trying to find ways to enhance 'quality of Life' and entice more non-polluting business to this area. Growing a more sustainable economy is one of the objectives.

PERSONAL EXPERIENCE

Judy and I have had the pleasure of hosting hundreds of guests at our B&B over the past 2 years and the responses to our area are consistent. They love the scenic beauty, the open spaces and the water. They dislike the signage (billboards and business), strip development, congested and unsafe roads. They want us to fix all these problems and preserve this as a special and attractive place. A very unscientific survey but consistent responses from visitors from around the world.

WHITEFISH RECOMMENDATIONS

I want the entrances to Whitefish divided and landscaped. I prefer a couplet approach with one-way traffic North on Spokane from the Baker/Columbia/93 Intersection to Second Ave. and one-way South on Baker from Second Ave. to the same intersection.

After some thought I also favor the Seventh St. bridge to provide cross traffic flow between the SW and SE sections of town. Additionally children in the SW section of town with no busses would have safer and easier access to and from School. The SW area is also ripe for further residential development if roads can support that growth.

Additionally at the West edge of town at the Golf course and State Park Rd., a creative design is called for at the US93 intersection as it is dangerous today and a lot of additional development is scheduled in that area.

WHITEFISH TRAFFIC STUDY

I was disappointed that a Bypass was not selected in the Whitefish work and would like to see a recommended route for a Bypass identified in your follow-on Whitefish work effort. We would like to identify such a route in our Master Plan update even though it would not occur for some time. These are log-term efforts and sooner or later we will need a bypass.

CONCLUSION

Please be visionary in your recommendations. Please complement our land-use plans. Remember that this is a unique opportunity to provide a synergistic long-term solution for this valley. and lastly exploit that quality we all possess but don't use often enough--Common Sense.

Thank you for your consideration of my long-winded response.

Don Spivey
51 Penney Lane
Columbia Falls, MT 59912
257-0724

NVR INC
NORTH VALLEY REFUSE
BOX 1175
WHITEFISH MT 59937
(406) 862-4381

April 19, 1994

Gina McAfee
Carter & Burgess
216 16th Street Suite 1700
Denver, CO 80202

Dear Gina,

re: Draft EIS Highway 93

The purpose of these comments is to specifically address the proposed design for the stretch of Highway 93 from Hodgson Road to Highway 40. NVR Inc. conducts its operations from a site on the East side of this highway segment. The present site of operations was formerly the location of a dog kennel. Currently there is a full service pet grooming and kenneling facility about 100 yards to the South on the same side of the highway. To the North there is a Bed and Breakfast, a gunsmith and a contractor. Across the highway there is a trucking contractor, a heavy equipment repair center and a houselog mill. All but the gunsmith were already in place when I built my first shop in 1982.

North Valley Refuse sends a commercial truck into town seven days per week. We also send a commercial truck out three times per week on the same route to collect cardboard. The cardboard truck returns directly to the recycling shop from town. A median, as proposed, will require that this truck will detour to a turn around for over 100 miles during a year. The seven employees at North Valley Refuse all come to work from the North. The proposed median will result in over 5,000 additional miles driven just for these seven employees to come to work. Every trip to the parts house, container delivery or special customer service call will also result in additional miles driven.

When data was being gathered for the EIS I was experimenting with a drop box in the Safeway parking lot for local residents to drop off recyclable material. It was a very expensive operation to maintain. The local governments refused to contribute to its maintenance. I pulled that box from operation and now pick up recyclables from my customers when I collect their trash. I have invited the rest of the community to bring their recyclable material to my shop for processing.

RECEIVED
APR 22 1994
Carter-Burgess
Denver Colorado

There is a steady stream of vehicles into NVR 's yard. The volume of material we collect daily indicates that there are now hundreds of families and many small businesses that bring their recyclables to our shop. Almost all of these businesses and homeowners live to the North and would have to detour to reach the shop. Since the public meeting in Whitefish I have documented over 20 vehicles a day between 9:00 AM and 4:00 PM. Material left after the shop closes indicates additional traffic bringing in material. Many of these people are on the way to Kalispell. I believe that the inconvenience of a couple of miles detour for these people will significantly reduce the volume of material brought in for recycling.

North Valley Refuse bought the property at 5445 Highway 93 and built Shop 1 where it is located to have the natural visual screening provided by the timber along the edge of the right of way. For many years residents drove by without being aware that there was a building on this site. The space between the timber buffer and the shop was and still is an excellent location for temporarily storing unsightly material. Even with the new Recycling shop and an increase in the 'break' at the drive, the timber strip still provides an important visual buffer of our parking area and activities. The proposed median design will require additional right of way that will remove this visual buffer. I negotiated with the previous right of way technician to preserve this buffer. I still believe that an adequate visual buffer must be provided if a design alternative is selected which results in this buffer being removed. I believe that any design would be improved by restoring the right of way alignment along the property to the South of me and preserving the timber buffer along that stretch of road.

My reading of the median design criteria was that turn arounds for trucks would be provided every mile and visual buffers were to be preserved. It was also my understanding that existing businesses and subdivisions were to be treated fairly with adequate access, including frontage roads where appropriate. The proposed median alternative does not treat existing businesses fairly.

Hodgson Road provides access to an area that the Whitefish School District has identified as the fastest growing area for school populations. The many homeowners in Country Lake Homes, Taylor Road, Whitefish Stage and the many subdivisions that access the Stage Road all use Hodgson to access Highway 93 when going south. Hodgson is also a paved and well-aligned river crossing allowing excellent ease of access to the Airport area. Businesses are already established at this intersection and it should be developed as a turn around intersection. Routing traffic through a residential block in Happy Valley is a poor decision for the homeowners on Antelope Trail and for those who need acess to Hodgson Road.

The next 'turning opportunity' on your draft is at an access road to a largely undeveloped area with a private road. While developers and subdivision law evaders have been actively at work in this area there are only 8 full time homes presently served by this road. One member of the advisory committee is also a consultant for the developer with the largest holdings accessed by this road. I hope that this committee member identified his conflict of interest in the discussion leading up to the selection of this turn around site only one half mile from a logical major intersection.

One mile north of the Hodgson Road intersection is the area where the first cluster of small businesses occurs. From here to the 'B' Broadcasting studios there are nearly 30 businesses, churches and other activity centers along the highway. I would suggest that an equitable 'combo' alternate would allow a center turn lane from the Four Paws kennel on the South to the 'B' Broadcasting studio on the North.

An alternate allowing for a median would be to skip the turn around at mile 123.4 and place a turn around between mile124 and 124.2 with two short frontage roads. The road on the east side could end at the NVR site. The road on the west side could end on the North at Glacier Log Homes or at the church next door.

This area of small businesses along the Highway developed because none of the municipal governments provided suitable commercial development sites with heavy hauling access. The county commissioners amended the county zoning code and checked with the businesses along this stretch before putting zoning in place. **It does not seem right to take away by road design property rights that the County Commissioners sought to preserve through a zoning amendment.**

From Bee Broadcasting North a divided highway with a landscaped intersection leading into an Entryway to Whitefish could be designed. By placing a frontage road on the west side of Highway 93, a turn and crossover won't be needed until JP Road. Proper planning could provide Par 3 on 93 a landscaped parking area with access from JP Road that would significantly upgrade their site while contributing to an attractive entryway to Whitefish.

Thanks for the opportunity to coment on these alternatives.

Respectfully,

Ben Cohen
President, NVR Inc.

Note: This comment is addressed in Section 6.6.6.8 of the FEIS.

Mr. Carter Burgess
216 16th St. Suite 1700
Denver, Colorado 80202

April 20, 1994

Dear Mr. Burgess,

My wife's family arrived in Whitefish about 50 years ago, and we now live in the family home as permanent residents. My opinions are based on being a Montanan since 1950.

To build anything other than a divided highway with a median would be tragic. It has been argued that businesses would suffer. Analyses of other communities in the U.S., or other countries (my wife and I recently spent 2 months in the small villages of New Zealand) would prove otherwise. In fact it is my belief that an attractive stretch of highway, with the safety features that a divided highway provide, enhance business. Case in point....when we venture south, we make sure that we do all of our business on the west side of Hiway 93 first, and make stops on the east side only on our return to Whitefish. Why? For many months of the year it is impossible to find the turn lane!!!!!! And when we find it we feel like sitting ducks in a shooting gallery. A five lane situation would only make the matter worse.

In 50 or 100 years, can anyone really argue that a divided highway was a mistake....that it inhibited business.....that it fits the valley worse than a five lane thoroughfare? We must not only plan for a present day convenience of economy of construction. We must boldly plan for the generations of people who are yet to be born, are yet to arrive in the valley, and are not yet narrow minded in their views of a few feet of privately owned land, the supposed inconvenience of not being able to turn left 100% of the time while driving.

A divided highway with a median meets a vision of beautiful Montana. A 5 lane slab meets a vision of downtown Los Angeles.

RASolberg

Richard A. Solberg
Box 187
Whitefish, Montana 59937

cc: Gina McAfee
Bruce Boody

RECEIVED
APR 25 1994
Carter Burgess
Denver, Colorado

Cris C. Gayner
80 Montana Ave.
Whitefish, MT
59937

4/20/94

Carter Burgess:

In regards to the DEIS on Hwy. 93 I would like to see a divided highway with a median on all stretches of the highway, including ~~the~~ the entrances to the cities, (ie. Hwy. 40 to Baker, etc.). I would also like to see all of the special design concepts included. Especially the bridge at Whitefish River to allow bike and pedestrian traffic underneath the roadway. Also any measures toward safety for bicycles and pedestrians, seperating them from traffic by something other than a line stripe.

I strongly feel the 15% additional cost to build the highway correctly the first time around is well worth the added expense. It will be the safest design, discourage strip development, and be a long term solution to moving traffic no matter what amount of growth the valley experiences.

Thank You — Cris C. Gayner

KALISPELL
STREET TREE COMMISSION
P.O.Box 1997
Kalispell, MT 59901
406-756-6600

TO: Highway 93 Advisory Committee
Pam Kennedy, Councilwoman

FROM: Kalispell Street Tree Commission

DATE: April 20, 1994

RE: Trees between 900 and 1200 South Main

Bill Wright
Pat Thomas
Georgia Otten
Bette Albright
Steve Perrone
Patrick Berry
Jim LeKander

Councilwoman Kennedy,

The Kalispell Street Tree Commission met on April 19, to discuss the Highway 93 options on South Main between the 900 and 1200 block.

After lengthy discussion it was unanimously voted on to oppose any effort to remove the existing trees. The commission felt that any additional widening of the street would negatively impact the trees and would eventually result in removal and loss of the only existing entrance canopy to Kalispell.

Please relay our concerns to the Advisory Committee. Thank you for your interests and opportunity to comment. Also, we are available to meet and discuss this further if you so wish. Good luck with the project.

Sincerely,

Kalispell Street Tree Commission

Bill Wright
Pat Thomas
Georgia Otten
Bette Albright
Steve Perrone
Patrick Berry

Jim LeKander

TREE CITY U.S.A.

7-45

April 20, 1994

Gail Leonard
514 Pine Place
Whitefish, MT 59937

Gina McAfee
Carter Burgess
216 16th Street Mall
Suite 1700
Denver, Colorado 80202

Dear Ms. McAfee,

I would like to comment in favor of a divided highway for US 93, between Kalispell and Whitefish , Montana. I feel that it is important to preserve and enhance the chararcter of our valley and I feel that it is much safer.

I would also like to see all the special design concepts included, including landscaping and medians at entrances to the cities in the valley.

I have lived in the Flathead Valley for 12 years and plan to continue doing so. We will not be redesigning this road again , so I would like to see us do it right , just this once. The valley is growing at such a phenomenal pace that it will never again be the place that I moved to. WE have the opportunity to preserve some of it's character by building a less obtrusive road, and I would like to see us take that course.

Thank you for the opportunity to comment.

Yours truly,

Gail Leonard

Gail Leonard

RECEIVED
APR 22 1994
Carter-Burgess
Denver, Colorado

April 20, 1994

Randy Gayner
80 Montana Avenue
Whitefish, MT 59937

Carter Burgess:

I am writing to express my support for a divided highway with a median on all stretches of Hwy 93, Somers to Whitefish. This includes the entrances to the cities. I also support the special design concepts. I feel this is a long term solution to traffic flow in the valley and also preserves the character of the Flathead. The development of the Hwy 93 corridor will set a precedent for all future growth in our area. The Flathead's scenic value is worth much more than the additional 15% cost of the divided highway.

April 20, 1994

Dear Sir - I strongly support the construction of a divided highway with a median to include entrances to all cities in the Flathead Valley, MT. I would also like to see the special design concepts included. I hope all of these people and businesses moving into our area would stop and take the time to realize why they want to be here (other than economic growth). For the same reason my family is here -- the peace and beauty of the area; a concept that is becoming fragile. Help us to preserve the character of our valley! Thanks! Sue Jacobson

Letter from Laura Joe Measure
Dated April 20, 1994

I urge you to recommend a divided highway with median and all the special design concepts for Highway 93 from Somers, Montana to Whitefish, Montana.

Sincerely,
Laura Joe Measure

Somers to Whitefish
Environmental Impact Statement

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

being a avid bicyclist, I enjoy biking, but I'm afraid to cycle on the Highways around here. When cycling on the Hwy's around here, you take your own Life into your own hands. I support a seperate biking path and not making a wider shoulder. Motorists don't care about bikers, and show them no respect on the road, as a result, a wider biking Path wouldn't buy you anything, because motorist wouldn't care.. The safety factor is greater by having a seperate path. my biggest fear while riding is a drunk driver or people being jerks, its much easier to hit someone on the shoulder of the road, then it is to hit them on a seperate biking path.

Name

Address

Phone

(above information is optional)

RECEIVED
APR 21 1994
Carter Burgess
Denver Colorado

Letter received April 21, 1994 from Gene Glover, Somers Stage

Seems a wake up call has been sounded. Now we find out that a petition with 3,000 signatures in favor of a five lane highway is more than 800 signatures for a divided highway. It cost $850,000 to prove the point with money coming from a secret hiding place in Washington, D.C. Its regrettable that our higway engineers came up with the safest and least costly highway only to be shot down by a political engineer.

To build a no-man's wasteland in the middle of the road is ridiculous. Consider the land owner who loses not the stranger who travels through. Fo one, I am in full agreement with Ms. TenEyck, where is the need and who will maintain?

The State Highway Dept built Highway #2 five lanes north of the Airport. That is as close to getting anything accident and maintenance free as can be and all at minimal cost.

With the intervention of a US Senator now the finish date is speeded up to be only five years later than predicted. Suggest we let highway engineers build highways and political engineers do whatever it is they do. As perfect as we all are it isn't unlawful to admit a mistake, even a Senatorial Mandate. Thank you.

FBIA
FLATHEAD BUSINESS AND INDUSTRY ASSOCIATION

P.O. Box 222
Kalispell, Montana 59903
Phone: 756-8023 FAX: 755-3716

MICHAEL J. STOCKLIN *President*
CHUCK LEE *Chairman*
DALLAS HERRON *Vice Chairman*
LINDA HAROLDSEN *Treasurer*
KIT HOLDER *Director*
GEORGE SCHULZE *Director*
FRANK THOMAS *Director*
LARRY JOHNSON *Director*
BUCK TORSTENSON *Chairman Emeritus*

4-21-94

MR. DALE PAULSON,
FEDERAL HIGHWAY ADMINISTRATION
301 SOUTH PARK
ROOM 448
DRAWER 10056
HELENA, MT. 59626

DEAR DALE:

THIS LETTER SEEKS TO CLARIFY THE POSITION ON THE MEMBERSHIP OF THE FLATHEAD BUSINESS & INDUSTRY ASSOCIATION IN REGARD TO THE DESIGN FOR THE RECONSTRUCTION OF HIGHWAY 93, SOMERS TO WHITEFISH.

A RECENT SURVEY OF OUR MEMBERS SHOWS THE MAJORITY IN FAVOR OF A FIVE-LANE HIGHWAY AND IN OPPOSITION TO EITHER THE DIVIDED OR COMBO CONCEPTS.

A FEW OF THE F.B.I.A.'s REASONS FOR SUPPORT OF THE FIVE-LANE HIGHWAY ARE AS FOLLOWS:

(1.) THE FIVE-LANE CAN BE CONSTRUCTED AT A LOWER COST.

(2.) THE FIVE-LANE PROTECTS THE PROPERTY RIGHTS OF LANDOWNERS ALONG THE ENTIRE SECTION.

(3.) THE FIVE-LANE DESIGN IS AS SAFE, IF NOT SAFER, FOR MOTORISTS THAN EITHER OF THE TWO OTHER DESIGNS.

(4.) FURTHER, THE LANDSCAPING CALLED FOR IN A DIVIDED HIGHWAY CONCEPT IS TOO EXPENSIVE TO MAINTAIN AND THE IDEA OF ASKING SERVICE CLUBS TO MAINTAIN THE LANDSCAPING IS IMPRACTICAL.

(5.) A DIVIDED HIGHWAY , IN OUR OPINION, WOULD ALSO LEAD TO EXCESSIVE SPEEDING, SIMILAR TO THAT EXPERIENCED ON MOST INTERSTATE HIGHWAY SYSTEMS.

(6.) WE BELIEVE THAT THE COMBO ALTERNATIVE IS A WEAK ATTEMPT AT A COMPROMISE AND IS NOT PRACTICAL AS IT WOULD BE EXCESSIVELY EXPENSIVE TO CONSTRUCT AND TO MAINTAIN AND IT WOULD ALSO BE POTENTIALLY CONFUSING TO MOTORISTS.

ABOVE ALL, THE F.B.I.A. FAVORS THE FIVE-LANE DESIGN BECAUSE IT CAN BE BUILT WITHIN THE BUDGETARY CONSTRAINTS AND IN A TIMELY MANNER. THANK YOU FOR CONSIDERING OUR REMARKS.

MIKE STOCKLIN,
EXECUTIVE DIRECTOR

"The FBIA Means Business"

R. W. Blair
159 Mallard Loop
Whitefish Mt. 59937

April 21, 1994

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, Co. 80202

To Whom It May Concern,

Regarding; Highway 93 Rebuild.

We have a chance -- one chance to do it right -- let's hope that the experience and examples of other area's will serve us well. One need only drive a well designed divided highway with it's free flowing traffic, visual enhancements and feeling of safety then travel down a 5-lane highway with it's congestion, strip developments, and safety concerns to better understand why it's so important to build a divided highway in the Flathead.

Many of the quality of life advantages the Flathead Valley has enjoyed for so many years will be seriously tested and eroded as the population pressures come to bear on the valley. Each development step is crucial -- the highway will be the measuring stick by which tourist asses our area. Residents will be impacted daily. It's such an important factor, cutting through the middle of the valley, that much of the future commercial development will be determined by our choice in highway design. As your EIS points out, development pressures along undivided highways usually win out over zoning. The future growth directions in the Flathead , to an important extent will be determined by highway design selections -- IT'S THAT IMPORTANT !!! Please recommend a divided highway.

I am also in favor of all special design concepts , once again supporting their inclusion for visual, safety and quality of life reasons. In particular, the design concept for removing the culverts under highway 93 before entering Whitefish and replacing them with a bridge is an example of wonderfully far- sighted thinking. It would be a fantastic asset to the town of Whitefish by allowing for future bike/ pedestrian path thus connecting the school side of the highway to a growing area of town with hundreds of homes and school children. Also, what a great asset for everyone in the community to be able to enjoy a bike/ pedestrian path through their town! Fundraising efforts are currently in progress.

Another important aspect is the special design considerations for the entrances to our communities. Help us maintain the uniqueness of our communities by selecting landscaped entrances to each town.

Hopefully, our " one chance " will serve as a positive model for the rest of Montana ---may judgment reign over profit!

Respectfully,

R. W. Blair

P. S. I am also a landowner and business person on Highway 93.

RECEIVED
APR 29 1994
Denver, Colo.

April 22, 1994

Kimberly Eickman
P.O. Box 1814
Whitefish, MT. 59937
(406) 862-3036

Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO. 80202

Dear Mr. Burgess,

I have read the Missoulian Editorial article of the March 13, 1994 issue, "Don't skimp on U.S. 93". I feel this project warrants a response. The Flathead Valley still remains a pristine environment today. I feel in order to preserve this natural beauty we (the community) need to observe the fast growth which is inevitable and take the necessary precautions to avoid random development along U.S. 93. The article states "While population growth is difficult to control, it can be managed - guided in desirable directions". This can happen if we choose the correct development strategy.

I believe the draft federal environmental impact statement analysis, which, clearly shows that a four lane highway, divided by an attractive median, would be the best solution. I understand this would cost more, however, too often budgets are skimped on and the community and natural area eventually pay a disastrous price, ie., over population, pollution of all kinds, poverty, death, landform destruction, etc, etc. It is time to think of the long term and not the short term objective.

In short, I am in favor of a divided highway with a median, including all the entrances to the cities in the valley.

Sincerely,

Kimberly Eickman
Concerned Resident

RECEIVED
APR 25 1994
Carter-Burgess
Denver, Colorado

Chris B. Miller
433 W. 3rd St.
Whitefish, Mt. 59937

Carter Burgess
216 16th St. Mall, Suite 1700
Denver, Co. 80202

Dear Carter:

I have been in the Flathead Valley for almost three years, and since I have been here it has been obvious that we need a new highway system to connect all the cities in the valley. On any given day, a drive through the cities of the valley can be an exciting and fearful experience. (And I am used to driving in larger cities)

I know that there have been many different concepts and ideas considered, but the alternative that seems the most appropriate would be a divided highway, with entrances to all the cities. Not only would this be the safest, it would also be the most scenic, the least invasive, and would best provide for the growth that will continue to encroach our valley. I realize that this is the most expensive alternative, but it is the one that should provide the valley for the longest haul, and need the least, if any, alterations in the future.

I know that you have studied this issue for years, and have listened to an incredible amount of input, and I just hope that the decision is based on the needs of the valley and its future, and not be a straight bottom line decision.

I look forward to the implementation of a new highway, and thank you for considering my reply.

Sincerly,

Chris B. Miller

RECEIVED
APR 22 1994
Carter-Burgess
Denver, Colorado

6585 Hwy. 93 S.
Whitefish, MT 59937
April 22, 1994

Carter Burgess
216 16th St. Mall
Suite 1700
Denver, CO 80202

To whom it may concern:

In regard to the Highway 93 DEIS, please let this letter be part of the decision process. Our business, Mike's Conoco at 6585 Highway 93 South (across from Safeway) has approximately 200 feet of highway frontage. Our business is a travel center with 40 gas hoses on a regular island with an additional cardlock island, a convenience store, laundromat, car wash, RV disposal and propane on a lot approximately 200' square.

Our business is totally reliant upon vehicles entering to obtain fuel. Our main concern on the Highway 93 project is that our customers have easy access from both directions-north and south. It is absolutely critical to our business future that vehicles have access with a turn lane if a median is installed. Furthermore, most of our cardlock business is from large vehicles, such as logging trucks, 18-wheelers, etc. We would greatly appreciate a turn lane or a break in the median adequate for larger vehicles to enter our business from Highway 93. Without a turning lane for vehicles traveling south on 93 our business would only obtain vehicles traveling north and or gas business would suffer substantially.

Please consider our request in your planning process and let us know your response. We appreciate your efforts on this project.

Sincerely,

Michael W. Robinson
Partner

James G. Parker
Partner

Comment Sheet Received April 25, 1994

As a business located on Highway 93, we feel very strongly that a separate bike path would benefit the community much more than a widened shoulder. Our client population that we serve would be able to utilize this type of recreation because it is safer than a shoulder. Hopefully you will take this under serious consideration. Thank you.

Comment Sheet Received April 25, 1994

I would like to request that particular attention be paid to making available a separate bicycle path between Somers and Whitefish. Studies show that a separate bike path versus a wide shoulder is a much safer means of transportation and recreation.

Comment Sheet Received April 25, 1994

I would be very disappointed to see anything other than a separate bike path. A side shoulder is dangerous and would be a waste of money!

Comment Sheet Received April 25, 1994

A bikepath separate from the highway would be more desirable and safer. Citing the widened shoulder by Somers, Montana. People drive on that widened shoulder. Please take this into consideration.

som0425m.3gm

Glacier Gardens

Robert J. Lopp
52 West View Drive
Kalispell, MT 59901
(406) 752-7026

Gina McAfee
Carter Burgess
216 16th Street Mall Suite 1700
Denver, CO 80202

Dear Ms. McAfee:

The TAC Committee review of the Highway 93 DEIS is a welcome response to a difficult issue. It is very important to the future of the Flathead Valley that a visually pleasant as well as functional highway is constructed. Driving from Coeur d' Alene to Spokane provides a good example why a divided median is important. In Idaho the highway is separated by a beautiful grove of trees and is very peaceful. In Washington all one sees is harsh concrete. Local access is provided in each state.

Please maintain the special design concepts as presented. This rebuilding of Highway 93 must be a long term solution which will preserve and enhance the character of the valley by not creating a business strip from Somers to Whitefish.

The West Side bypass is simply a side issue at this time. Funding will probably not be available for many years and the growth of the Evergreen-Central Valley area may change the bypass needs in the next five years. K Mart, Costco, Ernst, etc. are locating in the future commercial corridor for very good reasons.

Please listen to the reasonable voices as well as the loud commercial clamor in making this decision.

Sincerely,

Robert J. Lopp

Robert J. Lopp

RECEIVED
APR 25 1994
Carter-Burgess
Denver, Colorado

RECEIVED
APR 25 1994
Carter-Burgess
Denver, Colorado

Comments on the design of Hiway 93 as a divided Hiway with a median from the Stillwater river to the K. M road turn off. This stretch of road has mostly agriculture along with some business, a subdivision and homes along the way. Agriculture now days have large equipment so they can compete with markets. To go from one field to another, having to cross the hiway or having to go a long way around would seem dangerous and time consuming, as well as for the mail carriers and school busses, rural fire departments and ambulances where time is great to get there as quick as possible, may mean saving a life or home. If a funeral coming from Whitefish and burial was to be at Glacier Memorial gardens, how would they cross the east traffic going North with a median? Also garbage trucks or anyone going to the refuse centre would have to go past the entrance making a U turn and coming back. Also the ones coming from the north or Whitefish could turn in the refuse center, but when they came out, how far would they have to go before they could get to go back in the direction they came from. It seems to me its not a smooth way to move traffic. We are very much in favor of the design laid out when it was to be let out for bid, a five lane hiway.

Ervin & Marie Bauer
2284 Whitefish Stage
Kalispell, Mt. # 59901

7-52

DEIS PUBLIC HEARINGS

COMMENT SHEET

I have the following comments or questions about the US 93 Draft Environmental Impact Statement:

I would definately recommend a separate bike path as opposed to simply a widened shoulder for this or any bike path. I live in Coram, Montana and we have a separate bike path there and that is idial - especially as a safety factor for all the kids that use the path. I enjoy walking on the path, but would not be inclined to do so if it were simply a road shoulder situation. I personally see people driving on the bike shoulders and do not consider that safe for either myself, my daughter or anyone.

Name

Address

Phone

(above information is optional)

RECEIVED

APR 25 1994

Center-Burgess
Denver, Colorado

Comment Sheet Received April 25, 1994

Separate bike path makes sense!

Comment Sheet Received April 25, 1994
Jan McDonald
160 Burke Lane
Columbia Falls, Montana
257-1336

I am in complete agreement with having the bike path separate from the road. That will enable young people to ride safety as well as people who chose to jog or walk can feel safe. The bike path in Somers that is next tot he road is used by cars for passing and really wide turns. It is not a safe place for bikes!

Comment Sheet Received April 25, 1994

Currently living along a section of US 93 that has already been reconstructed, I would highly advocate for a separate bike/pedestrian path. Daily I see vehicles that use the wide shoulder to pass another car or cut a curve short. Please consider the safety of our children and individuals that will be using this path.

Comment Sheet Received April 25, 1994
Margie Piersall
536 Third Avenue East
755-0887

A separate bypass is a necessity!!! Please do it right the first time -- divided highway and bypass. Please make a separate bike path.

som0425m.3gm

Morrison & Morrison

Frank B. Morrison, Jr.
Sharon M. Morrison

236 Wisconsin Avenue
P.O. Box 1090
Whitefish, Montana 59937-1090
Telephone: 406-862-9600
Facsimile: 406-862-9611

Of Counsel:
Frank B. Morrison, Sr.

April 25, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

Dear Mr. Burgess:

I write to comment on the proposals for Highway 93 north of Somers, Montana, to Whitefish, Montana. I understand that you are preparing the DEIS.

To almost any eye, the Flathead Valley is one of the world's crown jewels. Fortunately, until a few years ago, it had escaped significant human impact. It was inevitable that it would happen, and it is happening. However, we have the good fortune to shape that impact and, hopefully, mold it to complement and enhance the natural environment.

We have such an opportunity with the Highway 93 project. The alternatives, of course, are a three-lane, with center turning lane, or a divided highway with the possibility of a landscaped median. I believe that a large number of Flathead County citizens believe that, even if the divided and landscaped alternative is a more expensive one, that is one of the costs of living in the Flathead. We have a responsibility to maintain and enhance our beautiful environment. A wide slab of concrete slashing through the heart of the north Valley would shout a statement that I don't think we want to make.

I might suggest that, even though the divided highway alternative may seem to have a higher initial cost, I believe the benefits would quickly exceed the cost, both in terms of money and human considerations. First, irrespective of what statistics might say, a divided highway has to be safer than the center-lane highway. I utilize the center-lane road all of the time, but it is always with white knuckles and clenched teeth. Almost daily, I see someone rapidly swing out of the lane when someone has pulled into it quickly from the opposite side of the road.

A beautiful landscaped roadway with opposing traffic separated by vegetation speaks of tranquility and relaxation as opposed to the frenetic atmosphere of an undivided road. That is what we sell in northwest Montana -- tranquility, relaxation and a chance to escape the stressful aspects of urban living.

RECEIVED

APR 28 1994

Carter-Burgess
Denver, Colorado

Thus, on all counts, I believe that the divided highway is a superior option. If you are tallying comments, please place mine in the divided and landscaped 93 column.

Thank you for your kind attention.

Sincerely,

MORRISON & MORRISON

Sharon M. Morrison

Sharon M. Morrison

SMM/cph

Letter dated April 25, 1994
From Donna L. Taylor
Box 1947
255 Wilderness Lane
Whitefish, Montana 59937

Dear Ms. McAfee:

I have lived in western Montana for thirty years and am very committed to preserving the natural beauty that I love. I am also concerned with highway safety. Therefore, I support the divided highway with a median and all of the special design concepts associated with the median alternative.

I believe this to be the best solution. Thank you for the quality of the DEIS. It is extremely comprehensive and professional.

Letter dated April 27, 1994
From Sheila A. Shapiro and family of five
1-406-862-4608

I am/I:

1. In favor of a divided highway with a median, including all entrances to the cities in the valley.

2. Want to see all special design concepts included.

3. Want to see the character of the valley preserved and enhanced by the new 93!

Letter received April 29, 1994
From Sandra McCauley
A supporter for a median on Highway 93
RR 1 Box 247
Three Forks, MT 59752

Dear Mr. Burgess:

I am writing to say that I am totally in favor of a divided highway with a median between Somers and Whitefish, Montana. I believe that the development between Whitefish and Kalispell should be controlled. I also believe that considering the traffic and weather conditions, I believe a median would increase the safety factor. Montana is a precious state and I would hate to see random development destroy the beauty. Thank you for your time.

som0503m.2gm

195 N. Riding Rd
Kalispell, MT. 59901
April 26, 1994

Dear Highway Commissioners

I would like to write in support of the current proposal to build a 4 lane highway with a concrete median dividing the highway in the area of Highway 93 between Somers and Whitefish, MT.

I realize this is the most costly of the proposals, however the relatively small number of dollars this proposal would cost compared to the long range effects of lesser proposals seems unimportant.

My husband and I represent many of our friends and colleagues who are very concerned about the developments and lack of planning along this beautiful and scenic stretch of road. Please consider our support of the 4 lane highway and concrete median

RECEIVED
MAY 02 1994

Thank you

Sincerely,

Kathleen & Brace Hayden

April 26, 1994

Senator Max Baucus
511 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator,

Please note the attached letter which was mailed to the editors of numerous newspapers in the surrounding area.

I feel the only way this problem will be resolved is by the public opinion, which I hope you will consider.

The committee will never agree on which design to take. Even if they do, the landowners will not allow anymore property to be purchased without large law suits, which neither you or I would like to ses to delay this project longer.

Thank you for your time and consideration. If you have any questions please call or write.

Sincerely,

Arnold A Mohl, Jr.

Arnold A. Mohl
3303 Highway 2 East
Kalispell, Montana 59901

PAY MORE -- WHAT FOR? ON HIGHWAY 93

In 1992, a special interest group managed to stall construction of the five-lane Highway 93 between Kalispell and Whitefish. Construction was scheduled to begin in October of 1992 and would have been completed by this time. Not only did they manage to stop the construction, but also lost the $16 million that was set aside for this project. That money was given to the Billings and Glendive district to use on other projects.

Two years and numerous critical accidents later, we are still driving on a narrow two-lane road. If this special interest group gets its way to build a four-lane divided highway, it will cost you, the taxpayer, the $16 million plus another $10 million more in construction costs plus whatever the outcome of the lawsuits to purchase property that landowners do not want to sell in addition to moving utilities again. This could easily amount to + or - $20 million over the construction costs listed above and delay this project indefinitely.

The Montana Department of Transportation's proposed design of Highway 93, a five-lane left turn lane, is the same as Highway 2 from Glacier Park International Airport to Highway 40, which has a very low accident rate compared to a divided highway.

The more money we spend on Highway 93 between Somers and Whitefish will only delay other critically needed projects such as Missoula to Polson or Hwy 2 from Kalispell to Libby.

If you are wondering why your taxes are so high and would like a change, please get involved by writing to the following with your choice--a five-lane highway which would cost approximately $16 million or a partially divided highway which could cost you $46 million. By the way, according to the EIS, there is no difference between these two types of roadway as far as safety. Only in cost.

Your comments will need to be submitted by May 15, 1994, to save your tax dollars or do nothing and let others spend your money. Write letters to these individuals:

Mr. Dale Paulson
Federal Highway Administration
301 South Park Room 448
Drawer 10056
Helena, MT 59626-0056

Mr. Hank Honeywell
Division Administrator
Federal Highway Administration
301 South Park Room 448
Drawer 10056
Helena, MT 59626-0056

Carter & Burgess, Inc.
216 16th Street Mall
Denver, CO 80202

Montana Highway Commissioners:

Roy Duff
P.O. Box 185
Whitefish, MT 59937

Patricia Abelin
1612 West Olive #4
Bozeman, MT 59715

Wally R. Bell
P.O. Box 5953
Helena, MT 59604

Ed Smith
Dagmar, MT 59219

Thorm Forseth
2037 Ridgeview Drive
Billings, MT 59105

Your Congressmen:

Senator Max Baucus
511 Hart Senate Office Building
Washington, D.C. 20510

Senator Conrad Burns
183 Dirksen Senator Office Building
Washington, D.C. 20510

Representative Pat Williams
2457 Rayburn House Office Building
Washington, D.C. 20515

Arnold A. Mohl
3303 Highway 2 East
Kalispell, Montana 59901

Phone: Work 752-2755
Home 752-1177

Gina McAfee
Carter and Burgess

4/27/94

re: U.S. Hwy 93 Rebuild

We are writing to support the Advisory Committee recommendations regarding the divided highway concept for at least a portion of the highway between Kalispell and Whitefish.

We also support Couplet C-3 as the highway passes through the town of Whitefish. Our concern is that traffic flow smoothly through town without adversely impacting the unique character of our "small" resort community.

The advantages of C-3 in our minds are:

1. C-3 addresses "cross town" as well as "through town" traffic with the proposed seventh street bridge and continuation of seventh street.
2. Truck traffic on Baker would be minimized by allowing trucks to gain access to Hwy 93 via the 7th street bridge. One Way sections on 93 and Baker street are too long on couplets 1,2 and 4, creating excessive truck traffic on portions of Baker that does not now exist.
3. The character of our town would be enhanced by the addition of sidewalks, gutters, curbs and bike lanes in addition to landscaping on Baker and Spokane Ave.

We would also encourage removal of the "tubes" under the Spokane bridge and to allow for bicycle/walking trails to pass under both the new Spokane and 7th street bridges.

Thank You for giving us the opportunity to comment.

Cordially,

Chet & Carol Hope

Chet and Carol Hope
444 OBrien
Whitefish, Mt 59937

RECEIVED
MAY 02 1994
Carter-Burgess
Denver, Colorado

Letter from
Emerson Pottery
1205 Wikler Ave.
Helena, Montana 59601

Sir: I favor a divided highway with a median including all entrances to cities in valley. I want to enhance the quality of the valley. Ban billboards. Include all the special design concepts and get the job done right the first and only time. Get a real plan and follow it.

Letter dated April 27, 1994
From Luann A. Basirico

Dear Carter & Burgess,

I am writing in favor of a divided highway with a median, including all the entrances to the cities in the Flathead Valley. I would also like to see all the special design concepts included.

I believe that this is the way to go so we won't be looking at redoing it in 10-15 years and also to enhance the appearance of our community.

When first moving to Whitefish in 1977 I rented from Bea Kraut. Bea was a retired English teacher who lived in Whitefish but had worked in Kalispell for many years. She drove US 93 then and do you know what sticker she had on her bumper? "Yes, I drive Hwy 93 please pray for me." And that was in 1977. You may recognize her name as her son is Don Kraut, then a Highway Patrolman.

The second personal note I wanted to state is that I have done a fair amount of cross country driving and whenever I drive through an area with a divided highway with a median I really appreciate the quality of the countryside and the relaxing feeling that driving on that type of road gives you versus having four lanes of traffic that you are dealing with.

Our valley is growing, please make the best choice for #1 safety and #2 quality.
Thank you.

som0503m.2gm

Page 5 of 5

DATE: April 27, 1994

TO: Whitefish City Council

We, the undersigned, are the inhabitants south of the Baker Street Bridge. We find it unacceptable that Baker be made part of the Highway 93 Route.

We also find unacceptable the plan of making Baker a one-way in either direction.

We further find it unacceptable for the routing of big trucks down Baker Avenue at any time.

We are a neighborhood and we want to keep it that way.

We want to keep Highway 93 on its present route and route big trucks around the town.

Eddy L. Duggan	535 W. 7TH St	862-0863
Margie Thompson	448 7TH St W	862-3235
[illegible]	346 WEST 7th	862-4156
Helen Muscamphell	445 - W 7th St.	862-2265
Maurice M. Muscamphell	445 - W 7th St.	862-2265
Jules J. Ramkeesser	540 - W 7th St.	862-3192
Cloyce L. Ramkeesser	540 - W. 7th St	862-3192
Irma E. Torgerson	835 West 7th St.	862-4052
Vernon H. Torgerson	835 West 7th St	862-4052
Dorothy M. Fredenberg	505 S. Karrow	862-2786
Duane H. Fredenberg		
David Young 332 7th St W. Box 1105		862-2146
Jerry Young - 332 - 7th St W. - Box 1105		862-2146
Jacqueline Clemens	405 8th ST West	862-6042
Tara Skaggs	430 W. 8th St	862-5063
John Skaggs	430 W 8th St.	862-5063
Jennifer Kruegne	C/O Box 202	862-3318
Dorothy Kruegne	Box 202	862-3318
Robert E. McDonnell	411 West 9th St	862-2574
Betty McDonnell	315 - West 9th	862-2482
James Babbe	611 - West 7th St.	862-4270
Robert Stacy	421 West 7th Street	862-4531

DATE: April 27, 1994

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[illegible]	648 Lupfer Whitefish Mt	862-4056
[illegible]	416 W. 7th St Whitefish MT	862-666[illegible]
[illegible]	314 W. 7th St	862-5[illegible]
[illegible] Baumgartner	704 O'Brien Ave	
[illegible]	207 W. 7th St	862-2410
[illegible]	227 W. 7th St	862-2410
Nancy Chapman	213 W. 7th St	862-1307
[illegible] Baumgartner	704 O'Brien Ave	862-5089
[illegible] Bayer	227 W. 8th St	844-4455
[illegible]	310 8th St W.	862-5699
[illegible]	112 8th W	862-7366
Gerald M. Hayes	412 8th W.	862-8891
Jeanette Hayes	412 8th W.	862-8891
[illegible]	414 W. 8th	862-6716
[illegible]	420 3rd West	862-5799
Megan McFadden	798 West 7th	862-0417
[illegible] Uvelker	786 W. 7th	862-2179
[illegible] Uvelker	786 W 7th St	862-2179
M. W. Bethea	710 W 7th St	862-7673
Archie Bethea	710 W 7th St	862-7673
[illegible]	725 W 7th St	862-7944
[illegible]	544 W. 7th St	862-4645

DATE: April 27, 1994

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Norbert T. Voight	612 Lupfer Ave	Whitefish Mt. 59[illegible]
[illegible]	[illegible]	59937
James Fullerton	1126 O'Brien Ave	Whitefish 59937
[illegible]	115 O'Brien	Whitefish Mt 59937
[illegible]	1105 O'Brien Ave	Whitefish 59[illegible]
[illegible]	109 8th W	Whitefish 59937
[illegible]	109 8th W.	Whitefish 59937
Lois Legris	736 Lupfer	Whitefish 59937
Joseph A. Legris	736 Lupfer	Whitefish Mt. 59937
[illegible]	315 Baker	Whitefish Mt
[illegible]	315 Baker	Whitefish Mt
[illegible]	550 Central Ave	Whitefish Mt
[illegible]	312 Central	Whitefish, Mt.
Hart T. Thompson	631 Lupfer Ave	Whitefish.
Garnett Thompson	631 Lupfer Ave	Whitefish.
Betty J. Absalonson	555 Columbia Ave	Whitefish
Arnold Absalonson	555 Columbia Ave	Whitefish

DATE: April 27, 1994

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[illegible]	P.O. Box 2022	WF, MT 59937
[illegible]	530 Scott Ave	WF MT 59937
[illegible]	530 Scott Ave	WF MT 59937
Pamela Dreyer	341 W 6th	Whf MT 59937
[illegible]	410 W. 5th	Whitefish MT. 59937
Sally Nebischer	403 5th St (W)	Whitefish, MT. 59937
Kelly Lantz	427 W. 5th St	Whitefish, MT 59937
[illegible]	427 W 5th St	Whitefish, MT 59937
Charles R McDowell	610 W 5th St	Whfish, MT. 59937
Joe Sanderfield	830 Highland Dr	Whitefish MT 59937
Samuel A. Citron	150 W. 6th St.	WHITEFISH MT. 59937
Mary P Citron	150 W 6th St	Whitefish, MT 59937
Cynthia Gola	Box 1576	Whitefish MT 59937
[illegible]	305 Baker Ave	Whitefish, MT 59937
[illegible]	237 Baker Ave	Whitefish MT 59937
[illegible]	237 Baker Ave	Whitefish MT 59937
[illegible]	221 W. 9th ST	W.F.
[illegible]	1145 W 7th St.	W.F.
Ralph H Hemp	625 W 5th St	Whitefish, MT 59937
Julie Hemp	625 W. 5th St.	Whitefish MT 59937
Mary Ann Hemp	1009 5th St	Whitefish MT 59937
Ralph C Hemp	" "	" "
Mark Dan Mylnis	415 Geddes Ave	Whitefish, MT 59937

DATE: April 27, 1994

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Dawn Stilson	Box 282	Whitefish, MT 59937
[illegible]	280 Texas Ave	Whitefish MT 59937
Jan Kellogg	538 Scott Ave	Whitefish MT 59937
Dave Kellogg	" " "	" "
Martha [illegible]	533 Scott Ave	Whitefish MT 59937
[illegible]	P.O. Box 1706	Whitefish, MT 5993
Barbara [illegible]	526 Scott	WF MT 59937

7-60

DATE: April 27, 1994

TO: Whitefish City Council

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Garrie L. Hanson	% 580 Baker Whitefish Montana
Larry L Mierema	604 Baker Ave. Whitefish, Montana 59937
Jeffery L Hanson	580 Baker Ave Whitefish, MT 59937
W. Brian Hoppe	577 Baker ave Whitefish MT 59937
Emma Hoppe	577 - Baker Ave Whitefish MT 59937
Craig B Onyson	202 W 6TH St Whitefish, MT 59937
Debra Huff	605 Lupfer ave Whitefish MT 59937
Philip J. Huff	605 Lupfer Ave Whitefish MT 59937
Eldora Morgan	622 Lupfer ave Whitefish 59937
Richard L. Gaustad	630 Baker Ave Whitefish 59937
Brenda Moen	704 Baker Ave Whitefish, MT 59937
Marc Moen	" " " " " "
Mary O'Neill	722 Baker Ave Whitefish, MT 59937
Jane L. Clark	719 Baker Ave Whitefish, MT 59937
Renita Johnson	734 Baker Ave. Whitefish, MT 59937
Susan H. Johnson	734 Baker Ave Whitefish, MT 59937
Fred Fenby	603 Baker ave Whitefish MT 59937
Robert T. Dawson	154 W 6th Whitefish MT 59937
Ruth R. Dawson	154 W. 6th Whitefish, MT 59937
Dalita Fenby	603 Whitefish Mont
James W Stout	226 W 6TH " "
Jean K Stout	" " " "

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Tracy L. DeVall	227 W. 8th St. W.F. 862-6853
Joyce L. Delap	228 W 8th St Whitefish 862-3012
Edsie Robinson	742 Lupfer Ave. Whitefish 862-4442
Helen Hedman	205 W. 8th St. Whitefish, 862-3120
J Helin	725 Lupfer Ave Wf 862 7460
Becky Johnson	721 Lupfer Ave. Wf. 862-3911
Cyril Stokes	715 Lupfer ave Whitefish 5993
Clara DeVall	703 Lupfer Ave Whitefish
Debra Albright	708 Lupfer Ave Whitefish 59937
Barbara Hennessy	844 South Baker Whitefish - 862-6
[illegible]	560 Spruce Ave. Wf. 862-53
Doris McBurney	840 So. Baker Ave. - Wf 862-3995
Maxine Johnson	" " " " " "
Ralph Carpenter	220 W. 6th St. Whitefish 862-395
Lamoth Carpenter	" 905 O'Brien "
Henry Schneider	
Harold A. McDowell	315 W 9th Whitefish MT
Clyde A. Norad	933 O'Brien Ave Whitefish, MT 59937
Mary Lou Field	1001 O'Brien Ave Whitefish
Gerald A Krueger	1007 O'Brien Ave Wf
C. F. Lockwood	939 O'Brien Ave. Whitefish
Nicole P. Wright	835 O'Brien ave Whitefish MT

ANDREW PASLAWSKY
P.O. BOX 4592
WHITEFISH, MT 59937
(406) 862-3634

April 27, 1994

Ms. Gina McAfee
Carter Burgess
216 16th Street Mall, Suite 1700
Denver, CO 80202

RE: U.S. Highway 93 Somers to Whitefish Final EIS.

Dear Ms. McAfee:

The purpose of this letter is to express my opinions regarding the above referenced project. Your final EIS and the roadway option selected will have great influence on present and future land use patterns in the Flathead Valley, and I hope the following comments will be useful in making your decision.

1. I am in favor of a divided highway with a landscaped median, including the entrances to Kalispell and Whitefish.
2. I would like to see the special design concepts included as they will add individual character to the roadway design as well as enhance the travel experience for tourists and the local residents.
3. The selection of a divided highway with landscaped median and controlled access provides the best solution for being able to better plan and structure growth, and at the same time maintain the roadway's capacity to carry inter-city traffic. In the long run this option will have the *least* negative impact on the community.

Whitefish and Kalispell as communities must take pride in the infastructure built as it will influence the look, feel, and character of the towns. The divided highway gives us that option, the five lane does not. So many other areas of the country have town entrances with five lane highways and one commercial building after the next with asphalt in between. This type of development is ugly, is very hazardous and unpleasant for non-motorized users, and only benefits the commercial landowner. So, please specify the divided highway with landscaped median concept.

The initial added cost of the divided highway option is small compared to the benefits it will provide to the communities for years to come.

Sincerely,

Drew Paslawsky

Drew Paslawsky

RECEIVED
MAY 02 1994
Carter-Burgess
Denver, Colorado

West Valley Volunteer
Fire Department

RECEIVED
MAY 6 1994
Commissioner's Office

Gina McAfee
Carter & Burgess
216 16th Street, Suite 1700
Denver, CO. 80202

April. 28, 1994

Dear Committee Members,

We the undersigned members of the West Valley Vol. Fire Dept. STRONGLEY oppose any and all ideas or construction of a 4 Lane with a Median Hiway from Kalispell to Whitefish. We do however promote the better and more beneficial 4Lane and 1 Turn Lane, as is on Hiway #2 by the Glacier Int. Airport, from Kalispell to Col. Falls.

The reason for our opposing the 4 Lane and Median propposal, as has been suggested, is that our Dept!s response time from the East side of our District to the West side for Fire or E.M.S. calls or West to East would greatly affect our residents in our district. So we GREATFULLY urge you all to consider our request for the sake of the people we serve.

Sincerely,
West Valley Vol. Fire
Dept. Members

James W Trewick
Wade Wachus
DM Burgess
Kurt Carda
Bruce Wheeler
Frank Broad
Randy D Hedges
Mike Shelto
Myron V. Boulden
Ruby P Rushal
Ion Noel-Big
Charles Carda

US 93 Somers to Whitefish West EIS
Comments Received April 28, 1994

Anna Jones
549-2980

How will we get farm equipment to the different parts of our property? Can't come to meetings on May 4 or 5. Would like to meet with someone from Missoula Office. Mike Worrall will call her back.

Nancy Lunch
862-3181

My husband and I are against the five-lane design. The primary reasons are:

- Safety -- people who use the center lane as a merge lane or an acceleration lane. In town they are going 35 mph -- I can't imagine what it would be like at 55 mph.
- Aesthetics -- a five-lane would just be a concrete strip.
- More strip development -- most people do not want to see more strip development.

The five-lane has been outlawed in many states. There are much more modern, safer way of building highways.

We have one time to do this right.

som0428m.3gm

Starshine
704 First Street
Helena, MT 59601-5360
(406)449-6663

28 April 94

To Whom It May Concern:

Sunday I drove from Whitefish to Polson, one of the most scenic routes in Montana. With mountains, Flathead Lake and streams too numerous to count, highway 93 is a feast for the eyes.

I understand that a five lane road with easy access is planned. I feel such a road would be less safe than the current two lane one! With cars able to turn off the road at any place, both people and animals would be at risk.

Surely a four lane road with restricted turn-offs would be both cheaper and safer for the local residents as well as tourists.

Sincerely,

Dr. Starshine

D. Starshine, Ph.D.

RECEIVED
MAY 06 1994
Canor-Burgess
Denver, Colorado

Randy K. Schwickert
ATTORNEY AND COUNSELLOR AT LAW
6336 Highway 93 South
Whitefish, Montana 59937

Telephone (406) 862-5302
Telefax (406) 862-1447

Gina McAfee
Carter & Burgess
216 16th Street Mall - Suite 1700
Denver, CO. 80202

RE: Highway 93 Design/DEIS

Dear Ms. McAfee:

I would first like to compliment you on the quality and depth of the DEIS. I learned more than I ever thought I would want about the highway and the project alternatives. Thank you for the fine job.

My comments are influenced by two overriding factors: First, the design should provide a safe and efficient travel corridor through the Flathead Valley; Second, the project should enhance rather than devalue the natural and scenic attributes of the valley while considering the economic impact on the areas essential commercial development;

I believe the divided highway with a median satisfies these concerns best of the various alternatives discussed.

The turn-lane alternatives, based on my experience, is unsafe, unattractive and likely to encourage a undesirable strip development along the corridor. The median reduces opportunities for drivers to confront each other in either the use of the turn lane or the dash across the highway from one side to the other during periods of peak traffic flow.

On median-divided highways that I have driven, I have been impressed with their comparative attractiveness. The inconvenience created by restricted access to all parts of both sides of the highway has been minor. As an owner of a business on Highway 93, I am not troubled by the impact the median will create on clients accessing my office.

I believe that commercial development will not be adversely affected. People live here because of the quality of our life and our environment. Owners of businesses will want to settle here for those same reasons and because there is a growing customer base which requires more services and generates more employment.

The additional cost of the median alternative will seem small in the future when the benefits are more fully appreciated. We must look to a long term solution rather than one based on short term financial considerations.

As a consequence, I support all of the special design concepts discussed and associated with the median alternative.

RECEIVED
APR 28 1994

Finally, within the Whitefish area I prefer the Alternative C (Couplet-2) with a new Seventh Street bridge and the extension of Baker Avenue. My only concern with this alternative is the loss of parking which Whitefish can ill afford to lose. Perhaps some more thought can be given to a way of preserving more of the lost parking spaces. I was originally concerned with the prospect of the bridge's impact on the wetland and scenery. However the wetland impact seems miniscule while the benefit of the bridge seems on balance greater than the negative impact on scenery..

Thank you once again for your fine work and your consideration of this comment.

Sincerely yours,

Randy K. Schwickert

April 28, 1994

Gina McAfee
Carter Burgess
216 16th Street Mall
Suite 1700
Denver, CO 80202

Dear Gina,

I would like for your organization to consider these items for the development of Highway 93 from Somers to Whitefish in Northwest Montana:

- If we rebuild Hwy 93 with the divided Hwy with a median, Hwy 93 will then have more of a chance to become a Scenic Byway and receive Federal funds for construction. Hwy 93 is certainly a scenic road and with proper planning, billboard mitigation and the addition of visitor information centers this Hwy can be up for classification as a Scenic By way. Currently Governor Racicot has a task force working on implementing Scenic Byways in Montana.

  I support designating Hwy 93 as a Scenic Byway - and know several others that would too-

  I support the divided highway with a median, including all of the entrances to each community.

- I support all of the special design concepts.

- We need to preserve and enhance the character of the Flathead Valley.

  If we rebuild Hwy 93 so that the entire state, valley and visitors from around the US can enjoy driving here we will all benefit through a boosted economy in tourism dollars. Tourism generates millions of dollars in this community year round and the residents and businesses are thankful for that push. We should all not suffer because a few folks who live on the highway are selfish and do not want to give anymore of their land for a median. These people are unreasonable. If anyone chooses to live on the major highway that brings 3 million visitors to this valley, they should be prepared for growth and expansion, it comes with the territory.

RECEIVED

MAY 23 1994

Carter Burgess
Denver Colorado

- Five lane highways are unsafe. I have spoken with many that take their life into their hands trying to make a turn on Hwy 93. If we have pull offs and tea cups we will create a safe highway for all to enjoy. Although this may mean more work, we will all benefit in the long run.

- Five lane highways promote strip development which is contrary to the popular support of controlling and slowing growth in the Flathead Valley, shown in the survey conducted by the Cooperative Planning Solution.

- Bike paths and wide shoulders need to be included, as this is an added form of transportation. Several folks bike along this highway and it is very dangerous. The extra expense is worth it.

- With added zoning the median design will help control the already out of control growth the Flathead is already experiencing. Development will be at intersections, and not continuos, strip development.

- The billboards need to come down with the new construction and not be replaced. This visual pollution that we are involuntarily subjected to is a sin to be blocking out the beautiful vistas along highway 93. There are 40 billboards between Somers and Kalispell - that seems like way too many, perhaps 40 too many. There is ISTEA money to assist with billboard mitigation. This should be a part of the complete package to get a new scenic safe highway.

  Thank you for including my comments. Please help us make highway 93 a safe and scenic highway through our spectacular Flathead Valley. I do not understand why narrow-minded people, and some planners, refuse to recognize what a special place the Flathead Valley is, one that should be cherished for all of the world to see, as there is no place like it in the lower 48.

Sincerely,

Joan Vetter

Joan Vetter
744 Hidden Valley Drive
Whitefish, MT 59937

Letter Received May 2, 1994
From Calvin Bay and Sandra Bay, and Brian Bay

Dear Mr. Burgess:

We would like for you to consider very carefully the planning of Highway 93 in the Flathead Valley of Montana. This is a very beautiful place which needs an improved highway system. We strongly urge you to support the divided highway with a median, including all the entrances to the cities in the valley.

We feel this would enhance and preserve the character of the valley, plus an additional road construction would not have to be done. The divided highway with controlled access would prevent the "strip look" that has developed in other parts of the state.

Thank you for helping to preserve our beautiful Flathead Valley.

Letter dated April 28, 1994
From Diane Helgath
835 Highland Drive
Whitefish, MT 59937

Carter & Burgess: Enough time and money have been spent on studying the proposed Hwy 93. Lets make a decision and go with it or construct temporary slower lanes. The traffic is terrible and getting worse. I would like the safest road between Kalispell and Whitefish with the least amount of access entries. I find it hard to believe that a 5 lane hwy is safer than a divided one. Let's get on with the construction.

Comment from
Mary Alexine
610 3rd Avenue West
Kalispell, MT 59901
756-8056

I feel it is very important to include a bike trail (wide and safe) when the highway is widened.

Letter dated April 26, 1994
From Brian and Julia Bechtold

I would like to add my support to the proposed 4-lane highway w/ a medium between Kalispell and Whitefish. The medium will help maintain the integrity and beauty of the valley as the population increases and we move into the 21st century. Don't let my grandchildren look back and say we made a mistake!

som0503m.2gm

Carter Burgess
216 16th Street Mall
Suite 1700
Denver CO 80202

To Whom It Concerns:

We are writing to indicate our support for a four-lane, median-divided highway on U.S. 93 from Somers to Whitefish, Mont., especially including the entrances to Kalispell and Whitefish. We also urge you to include all the special design concepts, particularly visitor information centers and those that accommodate bicycle traffic.

A divided highway would be an important management tool for controlling unsightly strip development that will be the most likely consequence of the five-lane design and the expected future growth of the Flathead Valley. Tourism is one of the Flathead's most vital sources of revenue and tourists don't come here to see what they are hoping to temporarily escape in their urban communities. A median-divided highway will best preserve the rural character of this special place.

The 15% increase in the cost of the project, as projected in the Environmental Impact Statement, is an insignificant sum when weighed against the losses in tourism revenue that will result if we allow the unique character of this valley to be destroyed by a five-lane highway and the strip development that will result from it.

Sincerely,

Melia and Michael Biedscheid

Melia and Michael Biedscheid
455 Glenwood Rd.
Whitefish, MT 59937
(406)862-3510

RECEIVED
APR 29 1994
Carter Burgess
Denver Colorado

Letter Received April 29, 1994
From Ann Glimner
Rm 111 Johnstone
Bozeman, MT 59715

Dear Carter & Burgess:

I am writing to express my opposition to the proposed 5 lane highway between Somers and Whitefish, Montana. I feel it is extremely important to control the development that is moving into the valley.

I also feel that with the amount of traffic between Kalispell and Whitefish that a divided highway would increase the safety factor 100 fold.

I hope when I move back to the Flathead Valley that travel will be safer due to a divided highway with a median.

Letter dated April 26, 1994
From Laurie Mendosa Rolsky
855 Beaver Lake Road
Whitefish, MT 59937

My family and I live in Whitefish. I commute to Kalispell every business morning and afternoon. The commute is fine -- the traffic hardly a problem. My biggest complaint rests in the laps of the many reckless drivers who pass and speed with little care or respect for others.

When looking at Long Range, Bigger Pictures it's clear to me that what this stretch of highway needs is not 4 or 5 more lanes (The cumulative effect of a mammoth expansion would forever change the complexion of our area in a negative way). Instead, get Simple. Separate the north and south bound lanes with a divider, allow for some passing zones for our slower vehicles and walk away. Use restraint create a safer road that in the long run will better our community and our corner of the planet. (Is there a reason why in 1-1/2 years of commuting I've never once seen a Highway Patrol car watching for these jerks that constantly break the law?) Bigger is not better in this case. Work with and within what we have. I am part of the picture, my family and their safety, as well as the many visitors and fellow Montanans. We need a design that will be best for the future.

4/29/1994

Mr. Dale Paulson
Federal Highway Administration
301 South Park - Room 448 - Drawer 10056
Helena, Montana, 59626

RE: HIGHWAY 93 BETWEEN KALISPELL & WHITEFISH

Dear Mr. Paulson:

We believe the only highway which makes any sense is the 5 Lane Highway with a turning lane in the center. There is not enough area for a divided highway, and who, repeat who, is going to maintain this so called landscaped strip down the center? We live on the highway, and we mow the barrow pit in front of our house PLUS pick up all the debti that people throw out of their cars PLUS pick up all the garbage that flies off of the uncovered pick ups going to the dump. Also, the utility lines have been moved in accordance to the 5 Lane Highway Design.

It would appear that the people who want the divided highway are just trying to drive out strip businesses along the highway in the hopes that people will drive into Whitefish to do business.

Lastly, this isn't an Interstate Highway - it is just a road between a little berg and a small town - let'z get on with building a 5 Lane Highway as planned.

Sincerely,

James & Marcia A. Carrico
5755 Highway 93 South
Whitefish, Montana, 59937

April 30, 1994

Gina McAfee
Carter and Burgess
216 16th Street, Suite 1700
Denver, CO 80202

Comments for Draft EIS -- Highway 93

I would like to take this time to commend you on your research and work so far regarding the Hwy 93 project.

I would like to state that safety should be foremost on everyone's mind on Hwy 93 and within the city of Whitefish. I feel the Alternative A (Combo) addresses the needs between Somers and Whitefish. The entire route does not need to be A (Median) or A (Turn-Lane), but a fair compromise.

I am against using Antelope Trail (Happy Valley) as a frontage road. This street is narrow with a high number of kids and pedestrians and is not suited for such traffic. I do not see a need to add this traffic to this sub-division.

From the Whitefish River heading west to Lion Mtn exit I feel this stretch of Hwy 93 (2nd Ave) needs to as wide as possible with suitable bike and pedestrian lanes.

Within the Whitefish limits, I am in favor of Alternitve C (couplet-3) as I feel Spokane Ave needs to remain 2 way to 7th St.. 7th St. bridge is a very good idea and long overdue to connect our cities east and west sections.

Sincerely,

Dave

Dave White
P.O. Box 1468
215 Timber Ln
Whitefish, MT 59937

RECEIVED
MAY 04 1994
Carter-Burgess
Denver, Colorado

5/1/94

Dear Carter Burgess staff,

I am very concerned about the design of highway 93 in the Flathead Valley.

I find roads with a center turn lane terrifying to negotiate when I am in my car or on a bicycle or on foot. It becomes a giant game of chicken when there is snowpack on the road and none of the lines are visible. That is often the case here for weeks and months at a time.

I prefer a divided highway with a median, including entrances to cities. All the special design concepts should be included.

The best option would be to leave the roads the way they are and put the money into public transportation.

RECEIVED
MAY 06 1994
Carter-Burgess
Denver, Colorado

Sincerely,

D. Linnell Blank

D. L. BLANK
P. O. BOX 953
WHITEFISH, MT 59937

5/2/93

Dear Carter Burgess,

We are writing to indicate our strong support that Hwy 93 be built as a divided highway with a median, including all entrances to cities in the valley. This design is the only way to preserve and enhance the character of the valley by discouraging strip development.

Sincerely,

Andrew Zimet
Flo Chrusciel
845 Park Ave.
Whitefish MT 59937

RECEIVED
MAY 09 1994
Carter-Burgess
Denver, Colorado

May 2, 1994

Carter Burgess
216 16th Street Mall, Suite 1700
Denver, Colorado 80202

RE: Highway 93 DEIS - Flathead Valley, Montana

Dear Mr. Burgess:

I have reviewed the DEIS for the Highway 93 upgrade in the Flathead Valley, and want to express my support for providing a divided highway with a full median. This makes sense from the land use planning and safety aspects of the project, as well as being smart from a long term point of view. With use increasing so rapidly in the valley, full emphasis must be placed on implementing government development which will aid in reasonably controlling that ~~development~~ land use. The full median, including entrances to all the valley cities and towns, will do that.

The issue is not only one for local debate. All residents of Montana and indeed the nation have an interest in doing this project right and preserving the beauty and special qualities that we can for the valley area. The decision makers in this case should not respond to local politics, but should base the decision on the merits. The merits clearly point towards the divided highway with a full median.

Thank you for the opportunity to comment.

Sincerely,

D. Henry Elsen
806 Holter Street
Helena, Montana 59601
406 442-1409

RECEIVED
MAY 04 1994
Carter-Burgess
Denver, Colorado

Letter Received May 3, 1994

Mr. Dale Paulson:

I have the following suggestion to make that should improve this Draft EIS for US 93 between Somers and West of Whitefish.

1. Mitigation
Para 4-8-6 as well as other mitigation paragraph do not make specific commitments. Terms like can be considered . . . ., will be considered during construction, . . . should be watered, ... should be stacked. . . are used instead of simply stating that it will be done.

2. 4(f) Properties
I don't believe table 5-1 and its discussion belongs in the Section 4(f) evaluation, or at least the table 5-1 heading should be "parks and recreation areas" and not "4(f) properties." These properties are also listed in table 4-34. If its 4(f) properties 4(f) applies and I don't believe it does. Mr. Ponek (page C-14) indicates no effect to wfsh parks. Letters from other park and recreation administration seems to also indicate either "no effect" or "no adverse" effect to the areas listed.

3. 4(f) Evaluation
Since the 4(f) evaluation is suppose to be a separate document (should be able to be processed separately) all correspondence concerning 4(f) coordination as well as meetings should be documented and included in this chapter. I also note that the historic site review and/or 4(f) coordination doesn't seem to include the ACHP or the owners of the site. Shouldn't their comments be obtained?

The SHPO's letter of January 11, 1994 (page C-18) to the sate raises several questions that needs responses. It appears that the SHPO is taking a position of "constructive use" on eligible property. The response letter to the SHPO should have been included in the 4(f) evaluation.

4. Recipients of DEIS
I don't understand that if this is an FHWA document prepared for MDT by the Consultant why is Mr. Paulson, the Environmental Coordinator for this project, on the mailing list or for that matter if its an FHWA document why should the other offices of FHWA be on this mailing list. I'm also not sure why MDT people responsible for this EIS being on this list. Why are some people listed twice?

Why wasn't the Water Quality Division of Montana Dept. of Health and Environmental Sciences include on the list when they comment to the Prel. DEIS.

Since historic sites are involved in this DEIS - 4(f) evaluation why not get comments from the ACHP? Isn't this required under 4(f)?

5. Agency Letters Received
It is extremely difficult to determine whether a satisfactory response was made to each of the comments received from other agencies, organizations and the general public. The response letter from MDT or FHWA (not the consultant) should be included in the appendix or at least indicate in the margin area along side the comment as to where the answer is located in the document.

I also have the following comments to add.

1. P6-7 refers to Federal Transit Administration. Do they mean our sister agency UMTA?
2. The description for Kalispell-Somers track spur should indicate the tracks were removed by the Burlington Northern.
3. Page 1 - MDT is listed under cooperating agency, if so, why did they sign off on the document.
4. Figure 2-16(a)(b) Airport road to 9th Street have a proposed 11' lane width and it appears that with very little additional cost you could have 12' lanes with 2' added from the area between the roadway and the pedestrian walkway. 12 feet lanes are provided for most FA highways as it provides a safer roadway than the 11' width.
5. Figure 2-17(a)(b) Same comment as 4. 2 feet from the 12 ft or 14 ft curb lawn width being proposed. Or some of this width for the 12 ft. lanes could easily come from the bike lane where its proposed to use lane widths of 7', 8' or 10'. What is the standard bike lane width? And is the bike lane a given over a parking lane.
6. Don't forget the elderly and handicapped.
7. Pavement type is not discussed but I hope serious consideration will be given to PCC in the Whfsh downtown area (Baker-Spokane-2nd St.).
8. P4-17 last paragraph states that alternate C(OFF-SET) could also have increased accident potential . . . . when snow covers roadway markers. Since traffic counts are greatly reduced in the winter period why can't this roadway be returned to one lane in each direction with the middle lane as a separation area for snow removal and additional recovery area during adverse weather conditions.
9. Is there enough room, without effecting the bank, for southbound right turns from Second Street to Baker Avenue for the large logging and woodchip trucks.

Hope this helps you in preparing final EIS. Please send me a copy.

H. Kusumoto
566 1st Avenue EN
Kalispell, MT 59901

Note: This comment letter is addressed in Section 6.6.6.11 of the FEIS.

7-70

Margaret Murdoch
185 Reservoir Rd
Whitefish, Mt. 59937
April 28, 1994

Carter Burgess
216 16th St. Mall Suite 1700
Denver, Colo. 80202

re: Highway 93 Somers to Whitefish (Montana)

Because this highway will be maintained by snow plows and sand trucks a good share of the year, let's build it with maximum safety and low cost maintenance as top priority.

Next level of priority should be minimal amount of environmental disturbance. Too much of our good land is being paved, so keep the highway straight and narrow. A highway is to drive on, not gaze at the scenery. If folks want to look around, stop somewhere and do so.

Thanks,
Margaret Murdoch

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MAY 02 1994
Carter-Burgess
Denver, Colorado

Letter received May 3, 1994
From Renee Boissecur

I'm in favor of a divided highway w/median, including entrances to the cities in the valley. We need to preserve the character of the valley and not bow to quick-fix commercialism.

May 4, 1994

Joseph E. Fisher
407 Ashley Ct
Kalispell, MT 59901

Carter & Burgess;

I would like to see a divided highway with a median all the way on highway 93 between Somers & Whitefish. Pros: less tendency for development off of intersections; safer, "suicide lane" is not safe; much more aesthetically pleasing than the other options.

This highway rebuild is really going to help determine the character of the valley. Let's not blow it!

Sincerely,
Joseph E. Fisher

HINES AUTOMOTIVE CENTRE

P.O. Box 2721
Kalispell, MT 59903
(406) 755-3666

May 4, 1994

Carter & Burgess, Inc.
216 - 16th Street Mall
Denver, CO 80202

20 18 21 TR 7AAB & TR 7CC in NW4SE4

Dear Sir:

I have been a property owner and in business on Highway 93 South of Kalispell for over 28 years. I strongly urge you to support building a five lane highway all the way from Somers to Kalispell and on to Whitefish. We do not need a divided highway as it will be to costly, unsafe and to difficult to maintain. We cannot afford this kind of waste. We need more miles of new highway, not more beauty. We have plenty of that already in the Flathead. Forget the frills, lets build some roads...

Sincerely yours;

Edward L. Hines

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MAY 09 1994
Carter-Burgess
Denver, Colorado

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MAY 05 1994
Carter-Burgess
Denver, Colorado

To Whom It May Concern -

For too often in our society today, we spend foolishly on projects, to "quick fix", that actually negatively effect our own well being. Hwy 93, is just such a project. The "fear factor" syndrome, of settling for the "crumbs" given us by the federal government, based on our small population, is like allowing the people in New York and California decide about of wilderness and forest areas. Our children and their safety need to be the driving factor in considering the design of Hwy. 93. The road needs to be three or four lanes, not like in Oregon where a five lane, lighted,

car clogged roadway that is totally stupid developed, is having to be replaced by an expensive by-pass after just 10 years. The strip that it will leave, will likely become run down and a burden to the taxpayers as new strip development starts at the new by-pass. Poor Bend, Oregon.

I strongly support the median system and could effectively say that if speeding and a few land owners stand in the way of a safer, efficient hwy system then the democratic system doesn't work very well, and we have settled for the clunker.

Sincerely,

Eric Sadmulen
Wolfork, Mt.

Letter Received May 6, 1994

Dave Struter
Box 2031
Whitefish, MT 59937

Don't build no stinking expansion to Highway 93. You are just inviting more people to go faster. Instead subsidize a jitney or bus service for $1 million and build a few more turning lanes for safety for $1.5 million.

Since I realize I am blowing smoke into the winds of the current debate, please do not build a 5 lane demolition road. At least separate us from the idiots with a center median.

Thanks, David Struter

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MAY 06 1994
Carter-Burgess
Denver, Colorado

a comment on the Hiway 93 design which was to be a five lane, then some people in Kalispell and Whitefish wanted a divided hiway at the last minute, but in 94 they seem to want a five lane from Kalispell south for some distance, then the same from Kalispell north to the still water river. Then a divided hiway north to the K M Ranch road. People living in that area sold their right of way with the understanding of a five lane design, now may get stuck with a divided hiway. I have lived all my life north of Kalispell, farmed leased and owned land at different times, still own some since 1931 befor hiway 93 was built.

Winter storms from Kalispell to the K. M road, I think are among the worst, and any kind of obstruction that rises much above the surface or below catches snow.

I cannot see why there should be two different designs for 93 hiway. Had it been known early about the divided design, I doubt the hiway department could of gotten the nessesary right of way land. Didint the 3,000 signatures mean any thing, it seems to in an election. I'm not a new comer to this valley. We are in favor of a five lane design

Ervin Bauer 2284 Whitefish stage Kalispell Mont. 59901
Marie Bauer 2284 Whitefish Stage

May 7, 1994

Carter & Burgess, Inc.
216 16th Street Mall
Denver, CO 80202

My wife and I are strongly in favor of a divided highway between Whitefish and Kalispell, Montana.

I grew up in Whitefish, will retire there this fall, own property on Whitefish Lake and Flathead Lake, and in the center of the valley--and am willing to accept the increase of taxes that will result from a divided highway.

I want to retain the beauty of the Flathead as much as it is possible to do so, given the increase in population.

Lawrence F Rooney

Lawrence F. Rooney
P.O. Box 3245
Evergreen, CO 80439

(303) 670 3755

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MAY 09 1994
Carter-Burgess
Denver, Colorado

94 MAY 10 A10 : 26

May 7, 1994

Mr. Dale Paulson
Federal Highway Administration
301 South Park, Room 448
Drawer 10056
Helena, Montana 59626-0056

Dear Mr. Paulson:

My wife and I are strongly in favor of a divided highway between Whitefish and Kalispell.

I grew up in Whitefish, will retire there this fall, own property on Whitefish Lake and Flathead Lake, and in the center of the valley--and am willing to accept the increase of taxes that will result from a divided highway.

I want to retain the beauty of the Flathead as much as it is possible to do so, given the increase in population.

Lawrence F. Rooney
P.O. Box 3245
Evergreen, CO 80439

(303) 670 3755

Doug & Donna Miller
558 Somers Stage
Kalispell, Montana 59901

May 9, 1994

Gina McAfee
Carter & Burgess
216 16th Street- Suite 1700
Denver, CO 80202

Re: U.S. Highway 93
South of Kalispell, Montana

Ladies & Gentlemen:

I just finished reading an article in the May 8, 1994 issue of The Daily Inter Lake in which it was indicated you sent letters to those having property along Highway 93. For over twenty years we have owned a farm and commercial property between Kalispell and Somers, and we did not receive a letter. We did read earlier there was to be a meeting in March at the Somers School, but previous commitments made it so we were unable to attend.

At this time I would like to say that we are in favor of a five - lane highway. We also drive this highway daily and definitely do not want a median. The five-lane seems to work efficiently and fine on highway two as it surely will on Highway 93.

In other words consider this a vote for getting on with the five-lane like many wish would have happened as it was scheduled. As I said, we own property along the highway and have to use this highway and hope the final decision will skip the median approach.

Thank you.

Sincerely,

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Carter-Burgess
Denver Colorado

May 8, 1994

RECEIVED

MAY 1 2 1994

Carter-Burgess
Denver, Colorado

Carter & Burgess
216 16th Street
Denver, CO 80202

We want to express our concerns about the proposed design options for the reconstruction of US 93 near Somers Montana. Our farm is divided by the highway from its northsrn junction with Forest Hill Road to its southern junction with Forest Hill Road and ws have timber land west of the highway on Somers Hill. Our family has farmed and raissd livestock in this area since 1918 and we are confident that with proper planning we will be able to do so into the future but the negative impacts of a restrictive design could actually make farming some of our land impractical..To familiarize you with the requirements of our operation we want to emphasize the following points.

Our ground east of the highway is in two separate blocks both of which are divided by slough bottoms that further restrict travel. These fields have four points of access onto the highway. The southern access is very hazardous because the approach on the east doesn't align with the driveway on the west making it necessary to pull onto ths road, travel about 50 yards, wait for oncoming traffic and then cross the opposite lane. Wide long and elow moving farm machinary always backs up one lane of traffic. When the road is busy this crossing can take fifteen minutes or longer until a lull in the traffic occurs. The appreaches must bs opposite each other. To give you an idea of the eize of machinary involved let me point out that our tractor is over twelve feet wide and twenty feet long. Pulling one impliment this unit is often 35 feet long. It is common to pull two impliments in ths field so two trips must be made across the road. Our combins is over nineteen feet long and thirteen feet wide after we remove the front header which we haul on a seperate trailer. Crossing ths highway isn't quick or easy and as traffic increases the problem gets worse. Other drivers are often impatient, inattentive and not respectful of the danger involved when they pass such a unit.

Moving livestock across the highway is a hazard no matter whsn it is attempted. Cows and horses often resist crossing the pavement or sometimes they won't cross the center line or sometimes calves get separated from their mothers and dart back into traffic or they do any one of a number of unpredictable things. To cross legally takes a crew of four people. Hauling a large herd by truck has not proven to be practical. We do have a culvert in the northern slough bottom for a livestock crossing on that end of the farm. Since it was constructed, the fill has slumped and the culvert has sagged so a person can't stand up in it. The culvert is always floodsd with a minimum of ten inches of water so when it freezes cattle can no longer pass through because they can't walk on ice. Never the less it's still the best way to get cattle past the highway. Enginesrs for the state highway department suggested, and we agree, that two underpasses are needed. They proposed to locate one south of the slough and one in the low area behind our buildings further south. Both parcels of land would be accessable and eince both arsas require a fill anyway the highway grade wouldn't be affected.

We also pipe irrigation water under the road. We have irrigated on both sides of the road for thirty years and we have a considerable investment in a large siphon, a canal, a pumping station and about a mile of buried pipeline east of the highway. The slough to the west is inadequate so we pipe water with portable aluminum pipe from the east side of the highway. Presently we put the pipe through drainage culverte under the road and railroad grades and remove them at the end of the season. We enlarge our system ae funds become available and our plan is to one day be able to irrigate all of our farmland. Some provisions must be made in a new highway design to allow us to continue irrigating.

Our farm is a diversified operation. We primarily produce grain, hay and livestock. The rotation of each of these crops compliments and allows for more production from the other crops and none would be adequate without the other. In the past the highway was a minor obstruction but ae traffic has increased our access problems have become large. Proper highway design with modifications to accomodate our operation would actually enhance our ability to farm here. If our access problems are not addressed or if we ars further impeded by a reduction of access, farming may become impractical at this site. The people havs expressed a desire to maintain open veiws and protect farmland and the wildlife that also uses this open area. With proper planning this can be done. We are hopeful that your firm can help maintain this area by considering the requirements of our agricultural operation.

One final observation for your consideration concerns the intersection of highways 93 and 82. If road conditions are icy and visibility is poor as it often is in the winter, vehicles will have a difficult time stopping as they come down the hill from Somers. If one northbound lane could be constructed on the railroad grade around the hill there wouldn't bs a problem and a passing lans would be possible for eouthbound traffic up the hill.

Thank you for this opportunity to comment.

Richard and Robert Altenburg
650 Forest Hill Road
Kalispell, Montana 59901

Note: This comment is addressed in Section 6.6.6.8 of the FEIS.

May 9, 1994

Terry Eaton
105 Welf Lane
Kalispell, MT 59901

Dear Gina McAfee:

I'm writing this letter in regards to the studies being done on Highway 93 between Kalispell and Somers.

My residence and business address is 105 Welf Lane which borders Highway 93.

In reviewing your plans it shows that the new highway right-of-way will be right next to my house, and will be going through my septic system. Also, it will take out 9 to 10 full grown trees that are approximately 40 years old.

Due to the fact that these trees are going to be removed and the right-of-way being next to my home and going through the septic system, this will be a very devastating impact on my family, my home, and my business.

I feel that it is a waste of the tax payers money to ruin my already developed property when there is an open and undeveloped area on the opposite side of Highway 93 that could be used for this project.

In looking down the highway from my home and business, I also see that you will be affecting at least 4 to 5 more homes or businesses. On the opposite side of the highway where there is only barren undeveloped farm ground. The only thing to my knowledge that will be affected on the east side of Highway 93 will be the radio station which the noise impact will cause the need for it to relocate anyway.

The removal of the trees will impact my home by removing the only natural safety and noise barrier my home has being next to Highway 93. It will also be taking away the value and beauty, the shade and privacy the trees provide.

Going through my septic will be a major problem for I feel that there is no replacement area available to put a new one in, according to Flathead County Septic Regulations.

I'm employed with the City of Kalispell working on the Fire Department. The requirements for my job is that I have to live within 3 miles of the city limits and 15 minutes driving time from the City Hall.

I don't think I need to explain to you the cost at current market prices what it will cost to relocate my family and business to equal to what I'm currently living.

In closing, I ask that you re-evaluate the plans in my area. That you shift the highway to the east so that it does not ruin and impact my home and business.

Thank you for your time and please consider my proposal.

Terry Eaton

May 10, 1994

To: Whom it may concern
Re: Construction of Highway 93 between Whitefish and Kalispell

Aa property ownera of 700 feet of highway frontage north of Kalispell we are very concerned with your plans to at some time to construct 93 as a divided highway. To our knowledge at this time with a divided highway we would have no access to our property from the north bound lane.

We sold a small parcel to the State for an additional right of way for the 5 lane design. At that time we also obtained assurancea from Bob Olson of an access to be provided onto our property with the construction of the 5 lane design.

We would not be in favor of selling more land or being without an acceas. Also we want to be able to access at the point agreed to with Bob Olson and again be able to get on that access from the north bound lane.

We like the deaign of Highway 2 in the Blue Moon to the Airport stretch and think that it ia appropriate for 93 also.

Thank You,

Floyd Quiram
Sandy Quiram

RECEIVED
MAY 17 1994
Carter-Burgess
Denver Colorado

Gary Vallieres
125 Antelope Trail
Whitefish, MT 59937
May 10, 1994

Gina McAfee
Carter & Burgess
216 16th Street - Suite 1700
Denver, CO 80202

Dear Ms. McAfee

I have had an interest in the Highway 93 project since it's conception, have attended all Whitefish public meetings, and provided input on the section between Kalispell and Whitefish. I believe your company and those who have contributed during the past year have done an admirable job in trying to respond to the issues. Without trying to be over critical, I would like to express in writing, the same concerns I expressed at the last public meeting regarding the proposed A(Median) design between KM Road and JP Road.

My primary concerns are centered around the proposal to use Antelope Trail (Happy Valley) from Hodgson Road to it's proposed new intersection with Bowdish Road as a frontage road. There are a number of adverse impacts and facts associated with this proposal which have either not been considered or which appear to have been given inadequate consideration. They include the following:

- Antelope Trail is narrow (28.5'), poorly constructed, and has no drainage.

- Increased traffic, a great deal of which would not be local (Happy Valley residents) traffic.

- Increased danger to pedestrians, particularly children.

- Increased risk of vehicle accidents in a residential area caused by adding non-resident traffic to the existing traffic.

- More residents affected by noise. There are the 15 homes located in the 100 block of Antelope Trail.

- Closing and consolidating driveways between Bowdish Road and Hodgson Road will have greater adverse impacts that appears to be documented in the DIES.

- The impacts of "out of direction travel" on residents between KM Road and JP Road may not have been given adequate attention.

- Access to garages of some residences facing the highway may be eliminated.

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MAY 1 2 1994
Carter-Burgess
Denver Colorado

The maps presented at the meeting completely overlooked the block between Timber Lane and Hodgson Road for reconstruction. The DEIS states that the proposed frontage road (Antelope Trail) will be for LOCAL traffic. Since the plan is to route all traffic from Hodgson Road South on Antelope Trail to Timber Lane, there will be much more than LOCAL traffic on the 100 block of Antelope Trail. I believe this is too much traffic for this road, and the impacts on local residents has not been given consideration. This is evident when comparing the Summary of Impacts between this and all other alternatives. There is a great deal of traffic coming West on Hodgson Road to Highway 93. This traffic comes from Highway 2, and the many residences between Highway 2 and Highway 93; at least 2 or 3 miles of Whitefish Stage Road South of Hodgson Road; the Hidden Valley subdivision, North of Hodgson Road; and the Mallard Loop subdivision. These areas are growing rapidly and will contribute to what I believe will be an unacceptable level of traffic between Hodgson Road and Timber Lane. A Friday through Monday count of traffic on Hodgson Road and Timber Lane between the highway and Antelope Trail might prove to be very interesting, and factual.

Most, if not all of the residences which face Highway 93, and are excised from the highway between Bowdish Road and Timber Lane will face serious adverse affects. Some will not be able to access their garages, many of which are attached to the homes and facing the highway.

If we really need to have a divided highway in the Happy Valley area, one
consideration might be to purchase the Mini Mart store and tear it down, sell the lots, close the highway access from Timber Lane and route traffic up Antelope trail to Hodgson Road. This would allow Antelope Trail to serve as a frontage road for LOCAL TRAFFIC. Certainly this would be less expensive than the reconstruction and new construction which have been proposed to make Antelope a frontage road. One might also ask whatever happened to the proposal to locate a frontage road between the highway and those residences facing the highway.

Let's not impose serious adverse affects upon people living in the Happy Valley area in order to satisfy the needs of those who "like the looks of the divided highway", but otherwise unaffected by this proposed A(Median) design in this area.

Sincerely,

Gary K. Vallieres

Gary Vallieres

7-78

May 11, 1994

Carter + Burgess Inc.
216 16th St. Mall
Denver, Co. 80202

Dear Carter + Burgess,

I'm writing you to express my extreme opposition to the proposed 4-lane divided hwy. 93 with the medians into Whitefish. The whole state is comfortable with the D.O.T.'s average 5-Lane w/left turn lane, because it actually is much safer, + saner!

Look at Missoula, which had to remove its medians, at an additional future cost + inconvenience, not to mention the additional property aquirement costs from Landowners who are unwiling to sell. Whitefish is beautiful as is - thats why everyone likes it. It is a reasonable place with reasonable folks, lets please keep this project within our reason + save our hometown tax-payers from having to leave it and watch it die, as the whole town is nearing a precarious position.

Thank you so much for your help in this problem, lets have a big heart.

Sincerely, Jan Sandefur

RECEIVED
MAY 16 1994
Carter-Burgess
Denver, Colorado

May 12, 1994

Dear Sirs,

Please vote for the 5 lane highway on Highway 93 between Somers, Mt. and Whitefish, Mt.

On the west side of the rocky mountains in Montana, we have lots of foggy days - plus large snowpack and low clouds. Consequently, lots of ice. We also experience sudden white-outs. We feel this concrete median is dangerous.

Besides, after a winter of severe, icy road conditions, these medians are covered with gravel and are ugly. And any vegetation planted has been killed off.

Sincerely
CAROL RADICE
600 Wolf Creek Dr
Bigfork, Mt. 59911

RECEIVED
MAY 16 1994
Carter-Burgess
Denver, Colorado

May 12, 1994

Dear Mr Paulson,

Please vote for the 5-lane highway on Hwy 93 between Somers to Whitefish.

As a fellow Montanan, you know about white-outs and on the west side, we have lots of cloudy and icy conditions. We fear the concrete center, sometimes we have only the metal posts to guide us along the road. We feel safety should be a factor in your decision.

Besides, after all the gravel and plowing (from high icy and snow pack conditions) the divider is ugly and the vegetation is dead!

Sincerely,
CAROL RADICE
1600 Wolf Creek Dr
Bigfork, Mt. 59911

May 15, 1994

Gina McAfee
Project Manager
US Highway 93 Somers to Whitefish
DEIS
Carter & Burgess, Inc.
216 16th Street Mall
Denver, CO 80202

Dear Ms. McAfee:

First, allow me to congratulate you on the fine job Carter & Burgess, Inc. did in conducting the work that went into the DEIS. You and your staff provided excellent assistance to the Flathead area in helping the community come to terms with this important transportation issue.

I am responding to your invitation to comment on the DEIS.

Please register my opinion as being in support of the Alternative A (Median).

This option, that of a divided four lane highway with a center median, will allow for the community to retain a high degree of scenic value, and perhaps even serve to improve what already exists. The alternative offers the best opportunity to reduce traffic accidents and inhibit unwanted rural commercial "strip" development along the highway corridor. It is the best option available to us at this time, and should be implemented.

The other primary alternative, that of the five lane highway, will exacerbate safety problems, unplanned and haphazard growth, and create an unsightly visual mess that would be inconsistent with the surrounding beauty of the area.

Again, thank you for the opportunity to comment.

Cordially,

Mark Holston

104 Northern Lights Blvd.
Kalispell, Montana 59901

406.752.8959

RECEIVED
MAY 17 1994
Carter-Burgess
Denver Colorado

MARYANN FIELDER STUDIO · 436 - 7TH ST. WEST · WHITEFISH, MT 59937-3216 · (406) 862-1070

Gina McAfee
Carter & Burgess
216-16th St. Suite 1700
Denver, Co 80202

May 16, 1994

Dear Ms. McAfee -
Please forgive my last minute entry into the debate on the alternatives for Whitefish.

The building of a new road has many merits all the way from Somers through Whitefish, and for the most part will greatly enhance the movement of traffic as well as provide more safety for bicyclists and walkers. I am in agreement with much that has been recommended, especially the consolidation of driveways.

I am writing to you today because of my concern over some of the alternatives for Spokane and Baker Avenues and the building of a 7th St. bridge.

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MAY 17 1994
Carter-Burgess
Denver, Colorado

Spokane Avenue has been the main thoroughfare through the city, with Baker acting as a secondary road, and largely used by local residents. The whole of this portion of the city is characterized by open space, larger lots, and a "rural" feel. It is true it has developed greatly in the last five years; but still retains the same character. Baker Avenue is an important access route for residents to both downtown and Highway 93 south. I feel making Baker and Spokane one-way streets would be a mistake. In order to move more traffic through town, local traffic would have to reroute to get to off-streets.

To reroute, the recommendation for a 7th St. Bridge has been ~~recommended~~ suggested. I am greatly concerned with a new bridge for the following reasons:

- Encroachment and loss of wildlife habitat and flood plain
- De-valuing of property next to the bridge
- The creation of new, more heavily trafficked intersections at 7th and Spokane, 7th and Baker, 7th and Karrow, and Karrow and Hwy 93. The alternative seems to only create more traffic congestion through residential neighborhoods

At this time, 7th St. West is heavily used by walkers, joggers, and cyclists from Baker to Karrow. It is posted as a 25mph road, largely ignored by traffic and under-patrolled (it is a county road). It is a route for school children on foot and on bikes. It is without question an access road to Karrow, as well as to the Grouse Mountain subdivisions, and to Karrow and Hwy 93. It's main use is local, and my recommendation is that it remain a local access road and not a by-pass.

My other objection to a 7th St. Bridge is the changing of the nature of Baker Ave. It is now commercial to the corner of 4th St., then passes through a park area, then is residential to Hwy 93 (with the exception of the Moose Lodge and the Castle Bed and Breakfast, both located off Baker nearer the highway intersection.) I am hugely worried about all of Baker becoming a commercial zone. I believe commercial use should <u>not</u> be encouraged.

My recommendation is this: keep both Spokane and Baker avenues 2-way routes with widening necessary for sidewalks and bicycles. Drop the bridge alterative. A traffic light at 5th and Spokane would allow better access between Spokane and Baker.

Please remember that building highways and access routes should <u>first</u> support local use. Tourism is seasonal and an undetermined entity. A smooth flow through timed traffic lights would do much to help traffic flow. Safety-first, of course!

I appreciate your time to review my comments.

Sincerely,

Marya van Fielden

7-81

7-82

May 16, 1994

Gina Mc Afee
Carter & Burgess
216 16th St. Suite 1700
Denver, Co. 80202

Re: Draft EIS - Somers to Whitefish

Gina:

Your crew recently concluded what was, unquestionably, the most comprehensive public involvement endeavor ever brought to the Flathead. In this day of protests and petitions, tax revolts and general distrust of anything "Government", to have managed without major loss of decorum is a credit to your collective skills and professionalism. Our thanks and appreciation.

If our perspective of the process is as accurate as it should be and the exercise were to be repeated, we would make a couple suggestions for added educational effort in the public contact portion.

1. For perhaps too many, a perception exists that design (or template selection) by popular vote has become accepted practice. Highway officials certainly need an accurate read-out of public sentiment; not necessarily the disruption generated by irate groups who's "vote" is finally found secondary to more direct considerations.

2. It would be most helpful if there were a way of bringing the public up to speed in an understandable manner on the highway programming, budgetting and the scheduling path the improvement process must follow. Contray to many thinking otherwise, the Government is "us" and like us, cannot always afford or justify what we want or prefer. Nor is it necessarily immediately attainable. If the choise is to defer until an item can be afforded, again like ourselves it may be off the market or the price has risen in the interim. Of all the aspects involved, programming and funding is probably the one aspect of highways both most misunderstood and frequently forcing compromise.

3. Inspite of other reasons offered, from day one the underlying press for the devided median has been fueled largely by its promise of "development control". The question whether template selection for this purpose is or is not a legitimate use of highway funding remains unanswered. Our contention is that it is not. Dumping it back in the lap of the Highway Commission is bound to generate another round of controversy.

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MAY 17 1994
Carter-Burgess
Denver, Colorado

Now the ultimate irony and frustration:

This EIS process has cost us X years of delay and the price of a mile of first class highway. Unfortunately, it fails to deliver what is most needed for prompt, controversy-free resumption of the design and construction process.
1. A clear-cut consensus of template preference; and
2. A decisive answer to the comparitive safety question.

These were the central need in getting projects promptly rescheduled and successfully through condemnation courts. The Highway Commission is saddled with responsibility for spreading limited resources over projects state-wide. They correctly tend to prioritize on the basis of sufficiency (first) and then honor projects with the least prospect for expensive delays and court costs. Considering their past experience, it should be no surprise if broad-based area support of a specific proposal is found to be the price of promptly getting US 93 back on track.

3. After being instrumental in blocking project advertisement a couple years ago, Whitefish residents have failed to follow through with an alternative that effectively addresses their urban traffic problem. This is most unfortunate both for Whitefish and US 93 users.

4. With selected spot improvements and a simple four lane, the bulk of safety issues could have been resolved long ago. In the interim, several lives could have been saved.

For and Against:

1. The alternate routing alternative for Kalispell appears to have generated the most positive response with least prospect of significant delay. Project initiation should start as soon as possible.

2. Regardless of template selected, go with the most restrictive right of way and encroachment control appropriate to the one selected.

3. Assuming the availability of unlimited funding, provided that the four lane with split median (do it right the first time) approach can be offered on the basis of buying out encroachment rights and providing frontage roads to dedicated public throughfares, both safety and development control objectives can be met and supported.

4. It appears that the increased benefits to be derived from a split median facility wil not justify the expense of moving utilities twice.

5. Frequent shifts from one template to another disrupts smooth traffic flow, is distracting and causes hazardous confusion. Pick a template (urban or rural) and stick with it.

6. To the extent that it be limited to funding specifically dedicated to that purpose, we support enhancements serving pedestrian/bicycle traffic. Beyond that, use motor fuel tax dollars to serve motorized traffic.

7. Similarly, provided it is not distracting to vehicle operators and can be maintained without a disproportionate drain on routine highway maintenance funding, beautification appropriate to the facility can be a positive step. If its objective extends to enhancing tourism, etc., then it should necessarily be a function of the tourism industry, the various Chambers, or other private enterprise. Montana's legitimate highway improvement demand so far exceeds current funding prospects, there's no way a diversion of funding for such purposes can be justified. However we could heartily support coop funding in this respect.

James T. Dedman
Flathead County Safety Council
1310 Montana 208
Somers, Mt. 59932

May 16 1994

Dear Mr. Paulson,

Here are the signatures of the people who oppose the use of Baker ave as Highway 93. We will continue to resist any effort that would make an intrusion of trucks, noise and extra traffic into our neighborhood. Highway 93 presently runs through mostly WB-3 General Business. We dont want that encroachment. We prefer that 93 stay on its present path and that trucks be diverted around Whitefish.

Thank you

Janice E. L. Hansen

RECEIVED
MAY 16 1994
Commissioner's Office

ATTENTION:

We, the undersigned, are opposed to the Proposed Median-Design Highway and we believe that the 5-lane Highway would be sufficient.

Steve Swanson	5/11/94	Jerry Lipp	5/14/94
Loyd D. Foster	5/11/94	Joe Perry Foster	5/11/94
Barbara Lipp	5/14/94	Peter G. Jensen	5/11/94
Jill K. Jarcott	5-11-94	Donna Dawson	5-12-94
James E. Smith	5/11/94	Kenneth Clothier	5-12-94
Paula Carder	5/11/94	Beulah R. Clothier	5-12-94
Steve Gurney	5/11/94	Robt M Cranmer	5-12-94
Wayne H. Wendish	5/11/94	Deborah Kraus	5-12-94
Dwain Bell	5/11/94	Cindy Gow	5/12/94
Gene Finsiker	5/11/94	Jim Chilton	5/12/94
Jeanette Vandtome	5-11-94	Danny Siderius	5/12/94
Joseph M Hloan	5/11/94	Don Connors	5/12/94
[illegible]	5/11/94	Bastus Taylor	5/12/94
Bob Anderson	5/11/94	Carol Lewis	5/2/94
Roy C. Jones	5-11-94	Dorothy L Chenoweth	5/12/94
Richard L. Fleming	5/12/94	Jerry L. Fleming	5-12-94
Herbert A Mayberry	5/12/94	Pam Tourjee	5/14/94
Milo C. Roberts	5/13/94	Teddy Dunn	5/14/94
Brad L Mack	5-13-94	Donald McMann	5-14-94
Lynn R Mack	5-13-94	Thelma Brandt	5-14-94
Corey L Mack	5-13-94	Randy Brandt	5/14/94
Tonya Eckert	5-14-94	Margaret Brandt	5/14/94
Robert Eckert	5/14/94	Leo Brandt	5-14-94

94 MAY 24 A11:24

Mr. Hank Honeywell
Division Administrator
Federal Highway Administration
301 South Park, Room 448, Drawer 10056
Helena, MT 59626-0056

Dear Mr. Honeywell:

I am writing in opposition to the four lane divided highway proposed for highway 93 between Kalispell and Whitefish.

I am in favor of a 5 lane plan similar to Highway 2 between Glacier National Park and Kalispell and Highway 93 in Missoula.

Our tax money must not be waisted on a divided highway. We also do not need ornamental plantings such as the $90,000 plantings between Coram and Glacier Park.

Sincerely yours
Bernard Wenger
1120 5th Ave. W.
Columbia Falls, MT 59912

Lily G. Nelson
205 Meadows Road
Whitefish, MT 59937

Carter + Burgess
216 - 16th St. Mall
Denver, Co. 80202

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JUN 07 1994
Carter-Burgess
Denver, Colorado

Dear Persons:

We would like the 4-lane divided highway, all 9 members of our family.

Yours truly
Mrs L. G. Nelson

Received
June 20, 1994

I am opposed to any more highways with "medians". Just look at the problems turning left onto the "Strip" from any business on either side!! Why not 5-lane all the way? Kalispell is not a pretty town anyway so let's at least make it handy! Otherwise - fine. Muriel F Riley

MONTANA CHAIN SAW CARVING
By
Jeff Fleming
Custom Sculptures & Signs, Bear Furniture, Etc.

7/5/94

Dear Gina,

Thank you for the Map of the possible Highway Access near my Business

I'm pleased with the intersection between my Business and Across the Highway to K&B Concrete

I have several questions regarding the Frontage Road on my side of the Highway

1) Will there be any Right-of-WAY for the Frontage Rd. TAKEN from my side of Highway (West side)

2) what type of Median will seperate the Highway and Frontage Rd

I'm planning Future Parking + handscaping and sure Appreciate the Info you've sent me

RECEIVED
JUL 08 1994
Carter & Burgess
Denver Colorado

Thanks again

Jeff Fleming

P.O. Box 7071 • Kalispell, MT 59901 • (406) 752-6735

MONTANA CHAIN SAW CARVING
By
Jeff Fleming
Custom Sculptures & Signs, Bear Furniture, Etc.

July 28, 1994

Ms. Gina McAfee, AICP
Carter & Burgess
216 16th Street Mall
Denver, CO 80202

Dear Ms. McAfee:

Thank you for your letter with more detailed information. I was very surprised that 25 feet of right-of-way would be needed for the frontage road. My impression, from all I've read, was that all of the right-of-way for the Somers end of highway would come from the railroad right-of-way.

I really have to oppose the idea of a frontage road that would take 25 feet of my property for the following reasons:

1. I own about 1 acre with just a small amount of that being usable, workable space for my business.

2. My showroom log cabin would have to be moved back or off the property. My retail business revolves around this small cabin.

3. The road that circles my shop and cabin would be cut off and I couldn't move my equipment.

4. My parking area would be cut in half. I can park only 4-6 cars now.

5. The big overhead power lines would be set back almost over my work area which could cause health risks.

6. The frontage road would probably bring more theft and vandalism.

For these reasons, I feel a frontage road that takes 25 feet of my property would really hurt my business. However, I think that I could live with a frontage road if it did not take any of my property.

P.O. Box 7071 • Kalispell, MT 59901 • (406) 752-6735

MONTANA CHAIN SAW CARVING

By
Jeff Fleming
Custom Sculptures & Signs, Bear Furniture, Etc.

I have thought of a few other possible options or alternatives that might save my existing business set-up.

1. Is individual access (no frontage road) possible?

2. Could the frontage road be squeezed into the current highway and railroad right-of-way without taking any of my property?

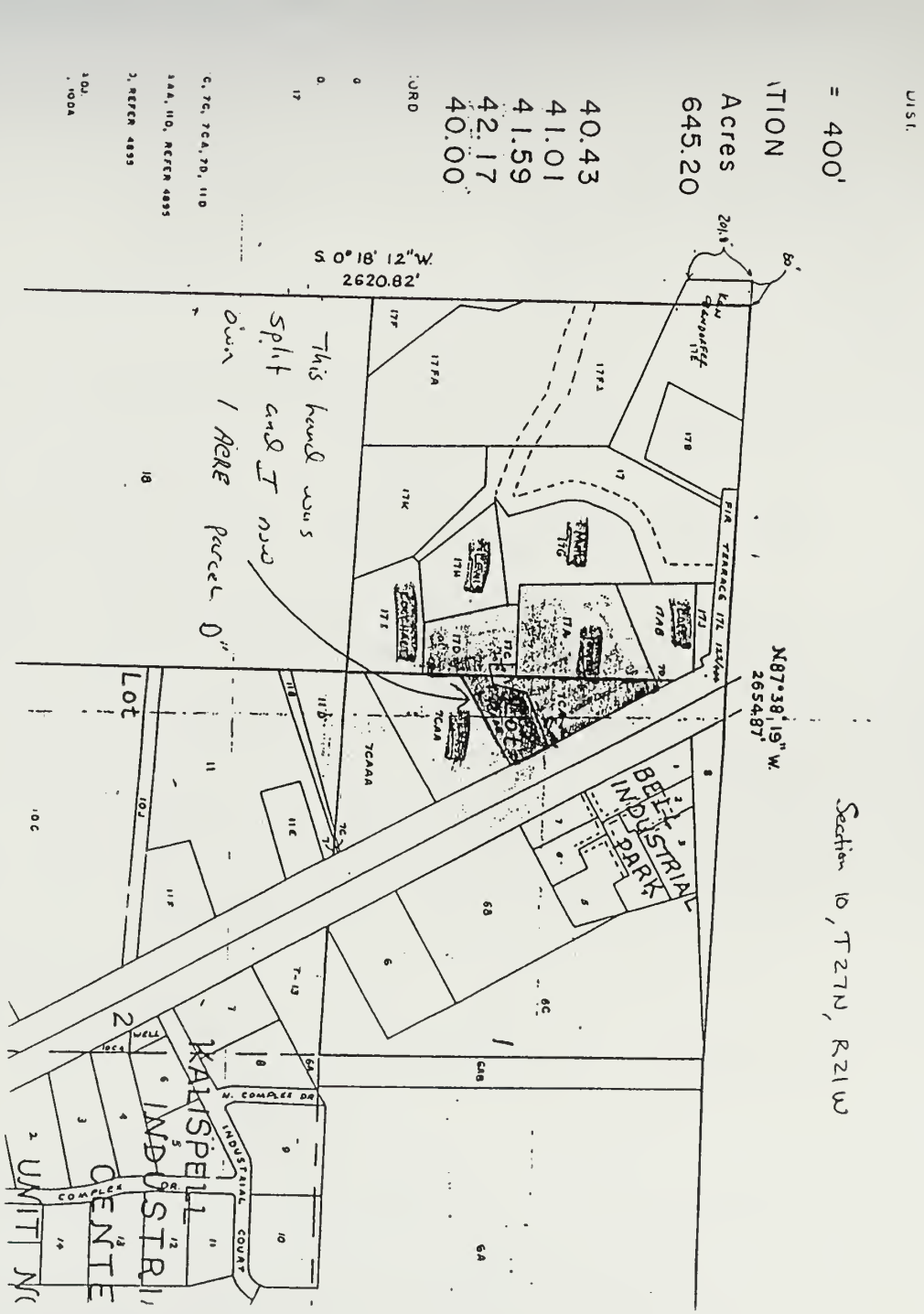
I would like to personally talk with a representative from Carter & Burgess about ideas that might minimize the effect of a frontage road that takes some of my property. Could you send a representative here to talk with me?

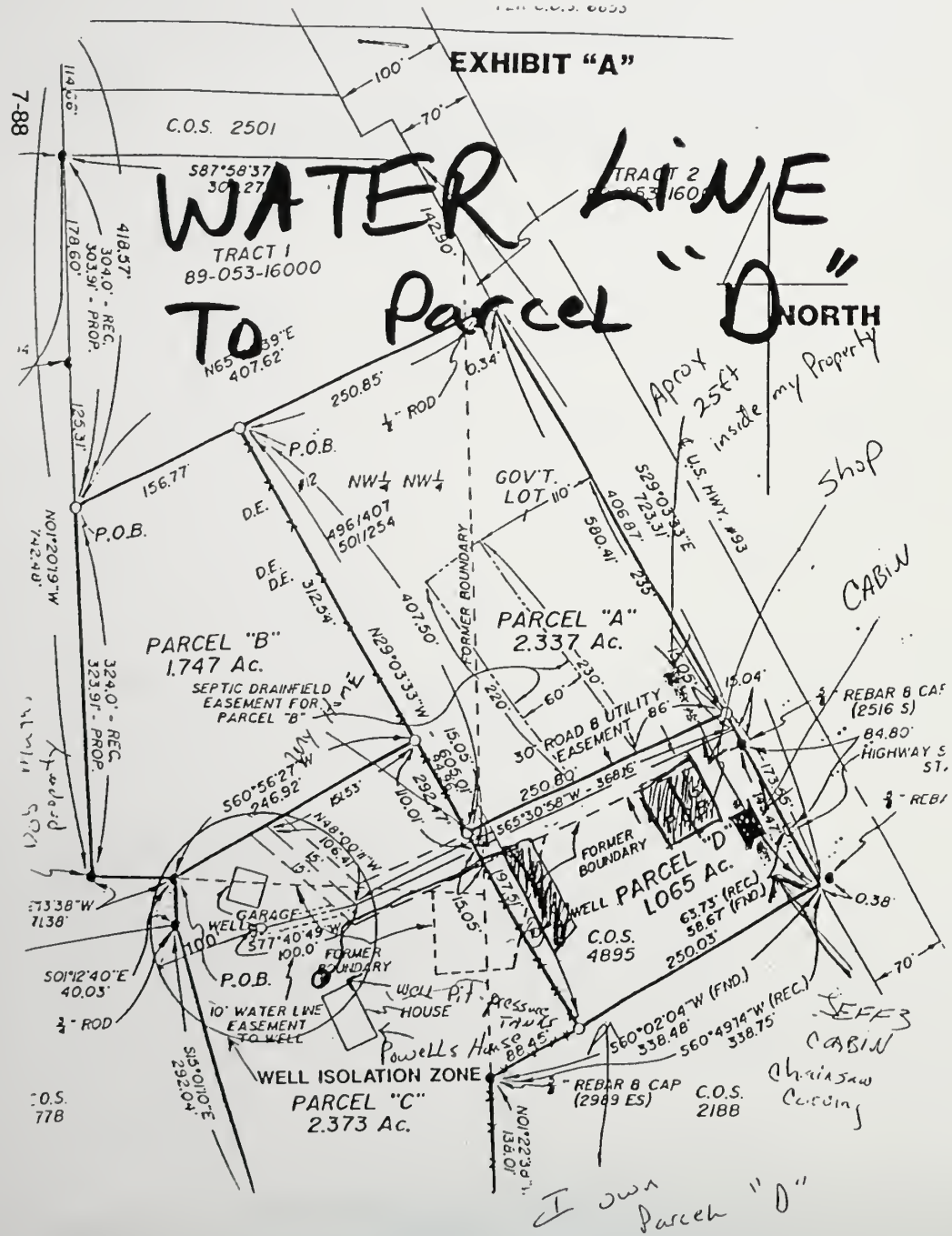
I hope that I can be involved in this planning process and that we might come up with an idea for this access that might even improve my business location. Please call (406) 752-6735 or write, I'm open to all ideas.

Sincerely,

Jeff Fleming

P.O. Box 7071 • Kalispell, MT 59901 • (406) 752-6735





29 July 1994

Subject: U.S. Highway 93 Corridor Study

To: Gina McAfee
Carter & Burgess
Denver, CO

I wish to make the following recommendations concerning U.S. Hwy 93 improvements proposed for the Whitefish, Mt. area; with reference to your Up-Date of March 1994 and your Newsletter #6 of June 1994.

The proposed new bridge across the Whitefish river at 7th St., connecting Baker Ave & Spokane Ave will be very costly. It is a long distance requiring costly construction to support a high bridge and roadway over the marshy river bottom land, and meet the elevated roadways at each end. It will also require expensive traffic control signals at each end. It will not improve traffic on Baker, or Spokane, or 7th St.

It will not be cost effective in relation to the present and future size of Whitefish. Its cost could even kill the whole U.S. 93 project.

I recommend you use your Alternative C (Couplet-4) shown on page 10 of your March 94 Update. In connection with that, use the three-lane concepts shown in sections 12 and 14 on page 3 of your Newsletter # 6 of June 1994.

If necessary, or desired, it would be more economical to widen the newer bridge over the Whitefish River on Baker Ave, and replace the very old bridge on 2nd St. over the Whitefish River with a four lane bridge..

Finally, the revision of Baker Ave. so as to intersect U.S. 93 opposite Columbia Ave., with a traffic light there, is very badly needed. It should be included in any final construction plan.

Sincerely,

Dave Jamieson

Dave Jamieson
Chairman
Whitefish Board of Adjustments

Copies To:

Mr. Andy Feury
Mr. Bill Hedstrom
Mr. Bruce Boody
Ms. Shirley Schmidt

AUG 03 1994

Flathead Valley Community College
PRIDE IN EXCELLENCE
777 Grandview Drive, Kalispell, MT 59901 • 406/756-3822 • Fax 406/756-3815

August 9, 1994

Carter and Burgess
ATTN: Gina McAfee
216 - 16th Street, Suite 1700
Denver, CO 80202

Dear Ms. McAfee:

Section 7 - Grandview to approximately Milepost 117, five-lane (Section B) is incorrectly placed as rural. The campus of Flathead Valley Community College is within the city limits of Kalispell. The college has purchased the 40 acres of land to the north, and that section will become a government section annexed to the city limits of Kalispell. City utilities are connected to the campus and can be connected to any development to the north.

The college needs sidewalks along the campus property from Grandview Drive to the vicinity near NuPac Concrete. Sidewalks are almost nonexistent from Grandview Drive south to Idaho Street, and access to the campus has been restricted by the lack of sidewalks and bikepaths to it. There is a lack of access to the homes, apartments, athletic club and commercial development to the north, as well as to the south. There is a general lack of almost any sidewalks or bikepaths in the vicinity of FVCC, allowing no access from any direction.

We would like you to consider a raised median and median plantings. An interlocal agreement could possibly be made for the college to maintain the median plantings in this vicinity.

A park-n-ride concept should have facilities to connect or transfer to or from public transportation or a van pool. A transportation transfer terminal concept connected with the college could be feasible, but just a park-n-ride may not be compatible with campus regulated parking.

RECEIVED
AUG 12 1994

A transportation transfer terminal building, more centrally located to Kalispell, is also very much needed. Public transportation buses or vans, intercity public and private buses, charter buses and taxi services could use a central dispatch and transfer terminal, including restrooms, office, garages, and washing facilities.

Sincerely,

Larry Rasmussen

Larry Rasmussen
Dean
Administrative Services

LR:ps